Lindstrom, Lackey Leisuretech luckies.
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Super Joe steps off at Sacto.
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VOLUME IX NUMBER 19

WEST Cycle News

May 23, 1972

35¢

America's largest and most complete weekly motorcycle newspaper.

The 100 degree heat and choking dust of the Cal Expo track are reflected in the tired features of Gunnar Lindstrom. Photo by John Bethea

Newspaper

P.O. Box 498 Long Beach, Ca.

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Peter Lamppu and Gunnar Lindstrom relax in the warm (!!!) Sacramento climate.

Cal Expo

Phew, It's Hot

By John Bethea

SACRAMENTO, CAL., May 14, 1972 – Brad Lackey came through the back door to wallop his foes in the Open class while Gunnar Lindstrom had a wild scrimmage to take the 250 Pro class at today's opening round of the National Cup Series promoted by Leisuretech at the Cal Expo Fairgrounds.

Lackey had his Kawasaki-proto running smoothly at the start of the first Open moto, but the gate had troubles falling at the start so the race was restarted. After Gary Jones (Yam) again got the lead into the first turn, Lackey found himself stuffed in the middle of the pack when he missed a shift off the line.

That's when Lackey began to pour on the gas and took up the chase. By the late stages, he had moved up to second place but seemed destined to not catch Jones, who now appeared to be pacing himself in the 100-degree temperature. But Lackey wouldn't give in and cut the lead from eight seconds down to nothing in three laps over the .8 mile course and on the powdery uphill in front of the grassy knoll, Jones got sideways and Lackey shot by to take a short-lived lead.

Two-thirds of a lap later, Jones was no longer cruising but now bashing his Yamaha about the rough and dusty track in pursuit. Then it happened. Near the lake on the banked right-hander, Lackey slid out and blocked the track, giving Jones nowhere to go except into Lackey's back.

Both riders lost quite a few seconds getting untangled and Jones got going first, still retaining the lead having had it built up tremendously in the first 15 minutes. Lackey, however, had a loaded engine and finally got it bumped started to move into fourth.

It was another Jones-Lackey affair in the second moto, but in this Brad didn't have to play catch-up and won going away, setting up the final moto showdown.

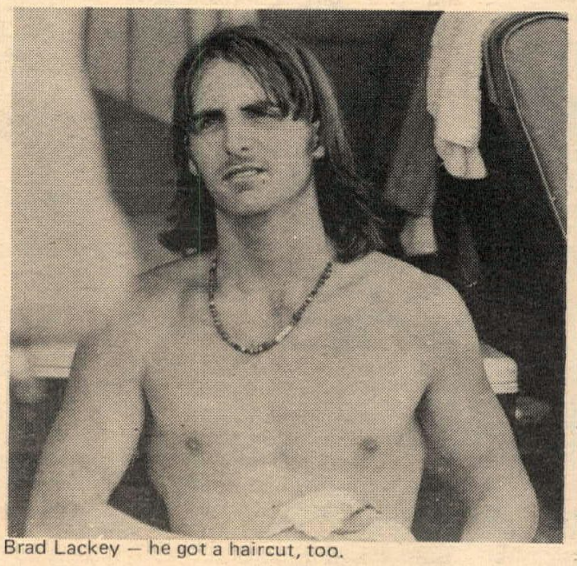
But the showdown didn't get a chance to develop as Jones pulled off the track while running third, hindered by a broken front brake cable. He got it repaired and re-entered the race four laps down, giving Lackey the apparent win.

Brad had gone into the final round tied with Rich Thorwaldson (Suz), who had a second and third in the initial motos, but Rich got into trouble about the same time Jones did and re-entered the race almost a full lap down.

This gave Rob Norgaard (CZ) the opening he needed and he managed a second overall. Jones got bumped all the way down to eighth after the Olympic

Gary Jones: when the brake cable snapped his chances ended.

Jimmy Weinert. Despite troubles he still took third.



Brad Lackey – he got a haircut, too.

Scoring System was computed. Jim Cooke (Kaw) was third.

Peter Lamppu (Mon) was in the hunt in the 250 class, but Gunnar Lindstrom aced out his fellow European transplant to win all three trips across the finish line.

Lamppu's brute strength forced its way into the lead of the first race with Gunnar on his rear wheel for most of the first half. Then Gunnar got by and that was it, even though Lamppu never gave up.

While negotiating for a new ride, John DeSoto showed up with his new CZs and was running third in the first moto when the engine seized. He got the parts fixed to start the next round, but the young machine just couldn't hack the heat and dust and soon soured up putting John out.

Yamaha's ace Jim Weinert, third overall, put on the come-from-behind show. A bad start put Weinert way back in the field in the first round's start, but perseverance pushed him through the ranks to begin hounding Lamppu in the final few tours. He got by and took a second.

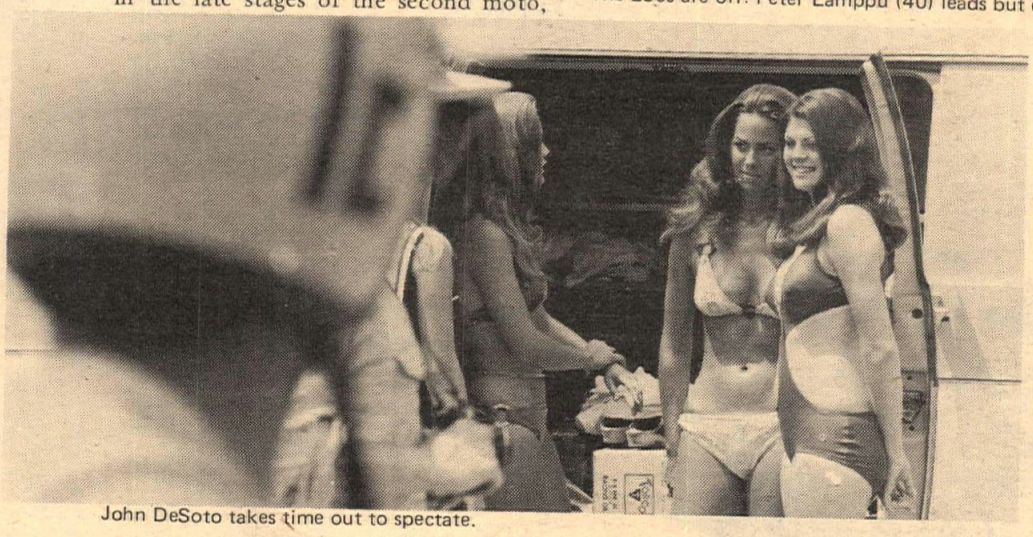
While Lamppu and Gunnar tried hogging the show with a ferocious hassle in the late stages of the second moto, Weinert joined in and at one point snatched the lead away but lost it almost as quickly when he went down. He got the bike restarted, but was too far behind to do any further damage to the overall standings despite finishing second in the final moto.

Mike Runyard, Lamppu's Montesa teammate, was in strong contention after a fourth and third in motos one and two, but a broken coil bracket dashed his hopes in the finale and he wound up ninth overall behind consistent Russ Powell (Hus), Bryar Holcomb (AJS), a new Pro Jim Turner (CZ) and Bill Cook (Mai). Dick Mann couldn't get his BSA going on the short, tight and rough course and he wound up 13th.

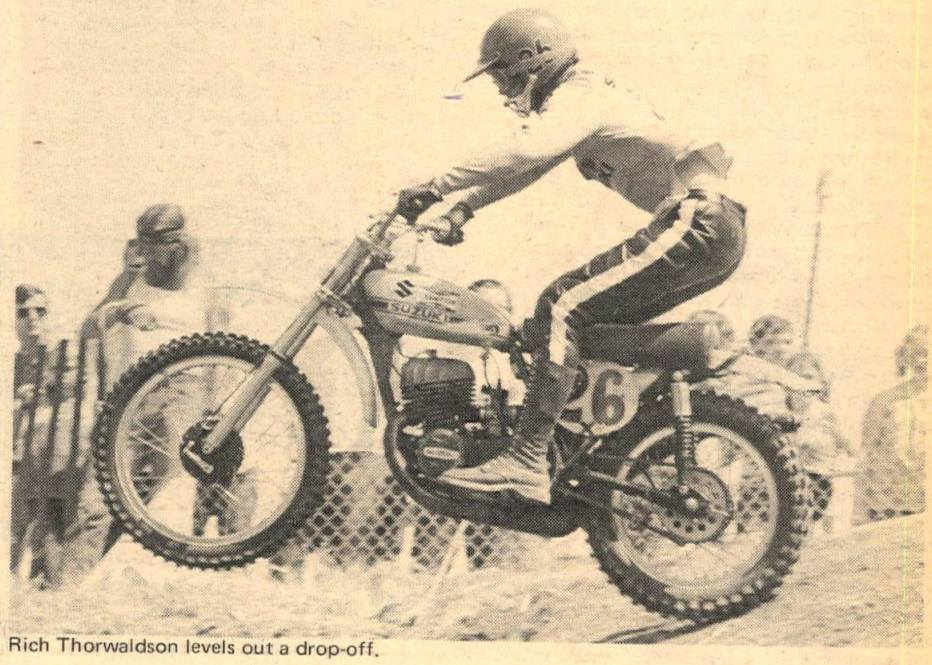
Today's races weren't nearly as bad, dust-wise, as Saturday's Amateur program. Dust, coupled with the high temperature (measured as high as 120 near the windless start area) made for miserable conditions. When the water trucks were working (several times the dust was so thick that the flagmen couldn't see a downed rider 10 feet away. It made most of the racing a parade in that whoever got into first usually stayed there as passing behind third or fourth place was near impossible in the first few laps and since the motos were only 12 minutes long time ran out awfully fast, and so did many riders after the first or second moto.

(Results on page 36)

The 250s are off: Peter Lamppu (40) leads but eventual winner, Gunnar Lindstrom (5) is right there.



John DeSoto takes time out to spectate.



Rich Thorwaldson levels out a drop-off.

Boy, did Super Joe clear 14 cars!

By John Bethea

SACRAMENTO, CALIF., May 13, 1972 – Super Joe cleared 14 cars and a landing ramp today...and walked away suffering from a broken collarbone, broken wrist and a re-injured back.

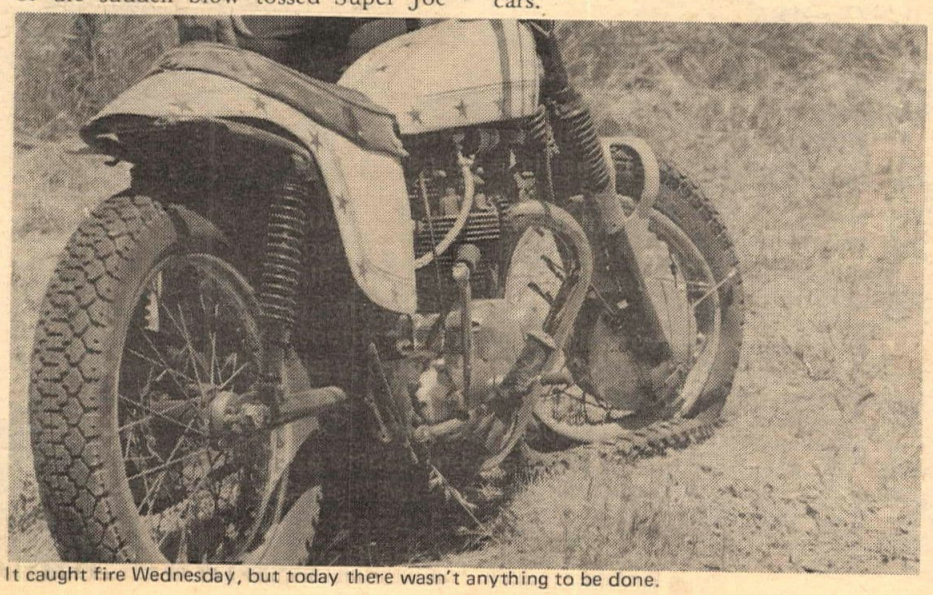
The jump was spectacular and would have been fabulous for 20 cars or so, but Joe miscalculated the distance, angle and speed and wound up overshooting his target by some 15 feet. The take-off ramp was set on a slight angle and Joe had to travel uphill to reach it. At the speed he attained (approximately 80 mph), the ramp vaulted him some 30 feet into the air and a lot farther than he expected, obviously.

Upon landing, the rear wheel barely touched the base of the ramp, but the front crashed into the gravel surface and exploded into flying spokes. The force of the sudden blow tossed Super Joe over the bars and onto the ground, where he tumbled down the road with his bike.

He never lost consciousness but laid in pain for a few minutes while being attended to by the ambulance personnel. Then, with help, Joe got to his feet and slowly walked to the ambulance.

He is reported to have been slightly in shock the following morning, but he said he would return to jumping as soon as possible. Doctors are reported to have said "about five weeks".

The promoters claim the jump was 141 feet, three feet short of his San Jose jump last fall. AMA officials on hand would neither verify nor deny that distance when asked, however. A first hand account, though, would seem to support the distance; Super Joe Einhorn went one hell of a long way to clear 14 cars.



It caught fire Wednesday, but today there wasn't anything to be done.

Super Joe knows at this point he's in trouble.

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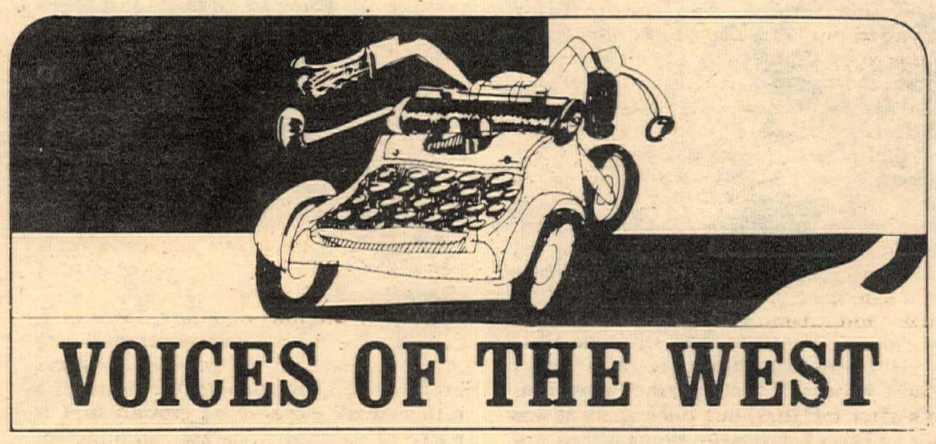


OREGON RADIO — OFF THE AIR

WE would like to let you know about the rotten coverage given the races on K.L.I.Q Oregon.

First of all we always turn the radio on at the time stated in Cycle News (12:45 for Colorado Springs finally came on at 6:00 p.m. after sitting through two ballgames.) At last! we spend the next two hours glued to the radio. Then just as the Expert semi (with two Oregon racers) is about to be broadcast K.L.I.Q. A.M. goes off the air, but K.L.I.Q. F.M. will broadcast the races. We run to the neighbors and borrow an F.M. radio, miss the semi. The radio only plays *outside*. We huddle in our van for the next hour and 45 min. The Expert Main is on the line! Then they re-broadcast the Expert semi. Now the Expert Main? No. They announce the line-up for the Junior Main. Finally the Expert Main is under way. Fantastic! 22 laps down only three to go. We almost made it, but K.L.I.Q. F.M. Oregon now goes off the air with the motorcycle coverage. Thanks a bunch! Good night race fans.

Yes, I'm calling the radio station.

THE HOGLANS

LAND, LOTS OF LAND

The California Recreational Trails Committee is meeting in Los Angeles on May 18th and 19th in the Auditorium of the New State Building, 107 South Broadway, Los Angeles, California. We are trying to do as much as can be done for off-road vehicles, but to date have lacked the support of user groups at the Committee meetings.

The Trails Committee is charged with the responsibility of coordinating and developing trails systems throughout the State. It has long been a bastion of strength for the equestrians only because those groups are organized and make their demands known to the Committee in public testimony. Your full page notice on AB 2342, tells the cyclist what he has to do to register, but it does not tell him what he has to do to obtain these parks and trails in his area.

The most important things are organization, preparation of maps, coordination with the County Planning Commission and lastly having the trails adopted into the County's master plan. Once AB 2342 gets rolling, the Counties will be entitled to 50% of the Off-Highway Vehicle Trust funds for these purposes and it will be on a first come first serve basis. (County provides 25% — Off-Highway Vehicle Trust Fund 75%). The Counties of Southern California, having the largest population of motorcyclists, should begin to develop their plans now so that they may have first crack at the matching money of AB 2342 when it becomes available. Representatives of off-road user groups may be interested in attending the Recreational Trails Committee meeting to get some insight into the problems of setting up trail systems and parks in California.

The Committee will begin taking public testimoney 1:30 p.m. May 18, 1972 continuing through May 19, 1972 until all persons are heard. If at all possible written copies of the testimony should be given to Committee members at the hearing.

RICHARD M. BROWN
Los Angeles, Calif.

SHAMROCKS' SWEEPSTAKES SMASH HIT

Alright! Those Shamrocks know how to put on an enduro. Their event last Sunday in the Angeles National Forest had something for everybody — rocks, river crossings, scenic mountains trails, and even something they called Triumph country.

The Shamrocks were friendly, helpful (one of them even loaned me a gear lever for my Husky when I broke mine during the first loop), and really seemed to be enjoying themselves as they worked the checks.

A great job by a great club.

CHUCK JOHNSTON
Balboa, Cal. 92661

MOTHER EARTH

Here are a few words of treason by a motorcyclist: there is no right to ride anywhere, anytime you please. Democracy gives freedom subject to rational restraints. One such restraint is that no one has the right to destroy public property, such as land. "Destroy" get your dander up? Really guys, we all wear Jofa face masks and chest protectors because a 30-40 horsepower motorcrosser tears out large chunks of ground, rocks, etc, and throws them quite a distance. Not only does this have a bad effect on your teeth, go look at Point Richmond, where bikes have had free reign for 30 years. Pretty chewed up, no? Or the Standard Oil property in Baldwin Hills. Same thing. Or take the Panoche Road exit off of new Rt. 5 north of Coalinga into the hills. This was the first and only section of Federal ground closed by the Bureau of Land Management. After almost 20 years, the scars made by bikes in the soil and subsequent erosion remain. Ever wonder why a racing surface must be dragged between races? Because bikes have torn up the surface, of course. Destruction of the soil is almost necessary for a bike. Ever try to ride fast on a virgin meadow of tall grass, moist with dew? It's a lot easier once you chew through the grass, right? Unfortunately, once the sod is penetrated, bad erosion follows swiftly. Noise may be part of the land closure motive, but a facet more difficult to solve is that of land destruction. To my mind, the only real answer will eventually be to try and confine the damage to motorcycle parks. This isn't a very attractive idea, but as a member of the AMA *and* the Sierra Club, and a law student who knows something of the legislative process, it's the only final one I can see. So why not push for compromise, like a 100 sq. mi. cycle park in the desert, and one area for riding in each National forest, rather than resist every effort at limitation and invite total defeat?

JAMIE LINXWILER
W. Los Angeles, Calif.

...AND MORALITY

My home being right on the Riverside County/San Bernardino County border, I wish to pose the following question: Does a large landholder have the right to forbid the use of his land for recreational use? Yes, I know he has a legal right, but what about a moral right? I know areas of these counties which lie fallow, totally unused, simply waiting for a housing project or a trailer park. Many of these areas could be used for bike traffic at least while awaiting their inevitable fate. With available space dwindling (remember 500,000 foothill acres in California were devoured by housing projects in 1971 alone) rapidly, we will all have to face this question. In the face of mounting political actions we may even be asking it about public lands!

By the way, Riverside is now "clamping down" on private land offenders; fines are being dished out. I now have to ignore all those funky hills and trails across the street and keep on truckin' for 50 more miles.

WAYNE FRANZ
Grand Terrace, Calif.

HE'S COOL

Thank you for your letter of April 28th in opposition to AB 744 which would make helmets mandatory in the State of California.

I want you to know that I did not vote for this bill when it passed the Assembly Transportation Committee recently.

ALAN SIEROTY
Assemblyman, 59th Dist.

SAN JOSE SELLOUT

Our box seats are sold out.....800.....but lots of reserved grandstand and general and we will sell standing room and some infield. Once in a lifetime a natural comes along...as this...and then only seats for 7,000.....so it goes.....track will be good.....not as good as Sacramento as our dirt just isn't that good.....but will still be a good, safe track.

BOB BARKHIMER
Scotts Valley, Calif.

HELP

I would like to appeal to your readers, to locate an eye witness to the fatal accident that occurred to my son, while participating in the Invaders European Scrambles held on July 18, 1971 near Hi Vista.

He was riding a 400 Husky, No. 360M in the Open Novice class. The accident took place on the first loop and if anyone could give me an account of just how it happened, for insurance purposes only. I can be reached by calling collect 213/348-6432 or to F. G. Whitney, 6546 Neddy Ave., Canoga Park, Calif. 91304.

F. G. WHITNEY

OUR PLEASURE, DON

Having received the prize money for Daytona, 1972 I wanted to write to express my appreciation for your contribution as a sponsor for this event.

My win at Daytona will certainly be one of the high spots in my life, and I do realize that it takes much work, effort and money on the part of many wonderful people to sponsor such an event.

DON EMDE
San Diego, Calif.

JODY, TOO

Please excuse the delay in writing this thank you letter. As most of you know, I am a full time employee of "Cycle World" magazine and sometimes find it difficult to do everything in a 24-hour day!

At any rate, I wish to thank you very much for supporting the AMA's contingency program at Daytona this year. Motorcycle racing is just as thrilling and spectacular as automobile racing, and it looks as though we're finally growing up in all respects. But it would be more difficult without the support you gave.

I hope the motorcycle racer can count on your support again in the near future.

JODY NICHOLAS
Asst. Editor
"Cycle World"

HILLCLIMB DOWNER

Dear Modesto Motorcycle Club,

Thanks a hell of a lot for letting us Sacramento Hill Climbers know you'd cancelled the Hill Climb. We enjoyed the trip down.

GORDON MILLER
Sacramento, Calif.

LETTERS TO THE EDITOR

This is a plea for all subscribers to newspapers which neglected to report on the Elsinore Grand Prix and other big races in Southern California, to write the editors of their respective papers and complain. I have been informed by a responsible source that a deluge of letters will rectify this injustice.

BILL BROWN
Orange, Calif.

HOW NOT TO BE POPULAR

The last DRA event was the worst sponsored race I have ever been to. The course was terribly marked, no ribbon after the smoke bomb. They had no flagmen except on one small hill, which wasn't even a check. The DRA people made no effort to clean up the pit area which had beer cans, paper, etc. laying around. The entry fee was $6.00 and I feel I paid that money to get lost on an unmarked course and clean up their trash. I took a broken rider's number to the guy at sign up. He said, "Oh, yeah. We already have his number", and then sat down to drink his beer. At the rate they're going, they are going to kill at least three years of District 37 desert racing.

LOU LAMBDON
Cucamonga, Calif.

m.o.r.e.

LET'S HAVE A TURKEY SHOOT

By Russ Sanford

The last day for introduction of new bills before the 1972 California Legislative Session was March 15. For several days prior to that cut-off date, the Sierra Club lobbyist was running up and down the Capitol hallways in search of a legislator to 'author' one of their legislative proposals. One legislator after another, upon reviewing the bill proposed by the Sierra Club, was heard to say, "That's Z'berg's AB 3069 of last year! I wouldn't touch that turkey with a ten-foot pole".

In case you aren't too good at remembering numbers, AB 3069 was the 1971 bill by Assemblyman Z'berg which would have appropriated $100,000 from the Off-Highway Vehicle Fund for purposes of conducting a study to determine areas where off-road vehicles could not be operated. The bill went on to list 25 categories of areas in which off-road vehicles could not be operated. The result: none of the state lands would remain available. Dirt-riding would have been down the tubes.

YEP, IT'S BACK!

As (bad) luck would have it, the Sierra Club lobbyist found a sponsor in Senator James R. Mills, President pro Tempore of the Senate. The old bill with the new number is Senate Bill (SB) 568.

SHORT AND SWEET

Let's kill this turkey before it even has a chance to get off the ground. Let's do it the easy way:

1. Write a letter to your own Senator expressing your opposition to SB 568. A list of all Senators was printed in the May 2, 1972 issue of Cycle News.

2. Write a letter to each member of the Senate Natural Resources & Wildlife Committee asking them to vote NO on SB 568. The members are:
Senators John A. Nejedly (Chairman), Robert J. Lagomarsino, Peter H. Behr, Dennis E. Carpenter, Ralph C. Dills, Arlen Gregorio, H.L. Richardson, James Q. Wedworth and George N. Zenovich.

Last year, you generated what has been described as "the greatest deluge of letters ever to hit the Capitol" over AB 3069 and the bill was killed. We have to do it again with SB 568. Let's prove once and for all that this type of anti-motorcycle legislation should never be introduced!

scramblin' around

By Maureen Lee

Well, it was quite a weekend at Ascot, wasn't it, with the Gold Cup Series, and one National out of the two nights? The racing was stupendous and we can't resist making a few comments of our own even though the "official" write-up appeared in last week's paper.

Friday night there were a couple of Novices who deserved a smack in the chops for the dirty pool they played in the heats. Twice we saw riders try to take another out and it was no accident, and Novices aren't able to do such things as subtly as the Experts do when they do it, which is rare. The Novices were no doubt trying to make a good impression for someone!

Danny Hockie was out-horsed down the straight by Phil McDonald's Yamaha but he'd get him back in the turns with tremendous riding, prompting one of the Yamaha folks next to me to ask, "What's he riding?" "Ossa" we chorused. The Juniors also had their jollies with several of them going faster than their ability and dumping it. But whenever there's a big purse, everyone starts getting a bit more hungry.

The Experts, of course, were super, but did you see the bank-shot Roberts did off Lawwill? Whee! Saturday night really shook me a bit and out comes ye olde soap box. Moving around the track, 'cause the press boxes were stuffed with visiting dignitaries and friends, we had the bad luck to be right at the exact spot when Keith Masbhurn went down. What caused it, haven't the foggiest. The front end of the Triumph just did a quick twitch (collapsed fork maybe?) and down Keith went, and hard. Now damn it, he was lying at the exit of the half-mile turn right where the on-coming riders couldn't see him until they were on top of him. If it hadn't been for the quick action of pit men who raced over with wipe rags or anything else they could get their hands on, Mashburn would have gotten mashed. Where were the flagmen to give the warning? That's the reason for the soap box. There weren't any. The only two in sight were one where the left hander takes riders onto the back straight and not another until the jump, where there were the starter and another one who was the one who finally made the sprint down most of the straightaway. Seems to me someone was negligent. There should have been a man half-way through the sweeper 'cause riders have a tendency to do their thing there, and one right where Keith crashed so he could assist on that spot. Also that turn after the jump, which has claimed its share of over-eager chargers at times.

I checked the rule book and could only find that the referee is responsible for positioning flagmen, not the number of same so it looked as if they just didn't have enough personnel. So you guys, listen to mother. Get your heads together with your professional reps and see if a rule change on the number of flagmen shouldn't be put in the rule book next year. Something like "...all turns shall have one flagman, two at the discretion of the referee if a turn is considered more difficult than others, especially at National events."

We've got a whole bunch of odds and ends that we've found interesting. Good old Channel Two was at it again with Bob Simmons this time reporting on the California tortoise, how they're being rounded up and placed on the Naval Reserve at China Lake to protect them from motorized vehicles in the desert. The lady with him happily holding one little beastie said motorcycles were one of their worst enemies. Hoo hah, I bet said lady would be very surprised to hear how many times riders stop right in the middle of a Hare and Hound and rescue an offending tortoise who is trying to get himself killed and puts him in a safe spot. A Husky rider I know did that and damn near lost the race because his bike didn't want to start again afterwards. Don't get me wrong, I don't believe in killing anything unless it's after me first, but once again it was the motorcycles who got blamed for doing the main damage!

In notes from England, here's one that'll blow a few cools. Over there as of August, fiberglass tanks will be banned on all new motorcycles. BSA is already in full production on theirs, or I should say the firm that makes them for BSA, plus others for Husky, Montesa, CZ, AJS, Greeves, etc. Also, the decibel level in England on bikes is allowed to be higher than ours but I bet they'll have to lower it soon on that tight little island. It's 97 db's compared with our 92. If you're planning to ride the Silver State Three Day Trials you'd better make sure yours is 92 'cause you'll be checked.

The helmet law is almost with us and if you haven't done your part in letter writing don't start screaming when it happens. If it does go through, about the only funny thing I can think about it is seeing the 1%ers trying to stuff all their hair into one...won't a helmet destroy their image! Now if these do-gooders wanted to do something really constructive for safe motorcycling, why don't they make it mandatory to wear footgear while operating a motorcycle? That makes for safety in operation of said vehicle, wearing a helmet doesn't. Will you all send cards when I end up in the pokey for getting arrested for not wearing one (should I ever be so dumb to go out on the asphalt without one)? Every summer I see kids tearing by our house on the way to the beach with nothing but swim trunks on. Period. Don't care what happens to their bods when they unload, but I do care if one of them hits me because with bare feet he can't get his controls working properly in time.

Also, get those letter in about the use of our Public Lands. One new idea the Panzer divisions have come up with is that no public land shall be used until full studies are made...while these "studies" are going on you can bet your kidney belt the strip miners will be stripping away. I wonder if the U.S. Government remembers what happened the last time they bottled up a bunch of Americans on reservations. Remember Geronimo and Crazy Horse? Well, Crazy Horse did in Custer and we can't do them in the same way but we sure as hell can vote 'em out! So get writing!

SAVE THE HILLS

By Bill Spencer

There comes a time in each man's life where he must make some sort of monumental decision. One that will create much more work for him than he ever dreamed possible. Such decisions were made by General Douglas MacArthur more than once. On Corregidor in 1941, he had to decide to retreat to fight another day. In 1952, he held his forces back behind the Yalu River to fight the Chinese Communist who were streaming in, rather than pressing the attack, for political reasons.

The decision to fight for land is fast coming to the motorcyclist and like General MacArthur, the time and the decision is right now. It wasn't too long until the General was replaced, after he fell into disfavor with the political mucky-mucks. Now the analogy applies to you and me. Not just from the political mucky-mucks but from the legal side.

A landmark decision is about to be turned out by the Contra Costa Superior Court that just might take away all the land that motorcyclists ride on. That's right, all the land, not just public but private, too. Go ahead and laugh and say pshaw, or whatever term you have that means I'm full of Carroll Shelby's Texas chili. It's true and if the motorcyclist doesn't get on the stick, and on the bandwagon, and organize to fight for his rights, motorcycle dealers, distributors and you riders won't have a sport or business or anything because it will be illegal, as in, against the law. You that yawn and don't care, better sell your motors while the price is still good, because it's going to go down fast when the world finds out that motorcycling is a nuisance.

The word "nuisance" is what sums up this week's problems of why we, the motorcycle riders of America, will be a thing of the past off the road.

For those millions of you who haven't heard of the Save the Hills campaign, lean back, take of swig of your favorite brew and get ready for a hair-raiser that has all the ingredients of Hitler gassing the Jews.

Out on the hills of Point Richmond, Ca., lies a small unassuming building that houses the Richmond Ramblers Motorcycle Club. Behind the house is a rather small expanse of ground that is part of a much larger amount of acreage. Some 400 acres in total size with owners that are many and varied.

Over 20 years ago, these hills were the playgrounds of the very few motorcycle riders, kite flyers, model airplane guys and even a few hikers. The land wasn't marked by signs or such, and so over the years as the sport of motorcycling grew, so did the use of the Hills.....

As the use grew so did the surrounding population until one day somebody complained. One thing led to another and all of a sudden, the owners said, "Git!" "But hey, wait, man, we've been using this here hunk of land for a long time and how come we got to git?" "Well, because it don't belong to you. It's private property."

The land belongs, in part, to ARCO, an oil company, which presumbably sells gas and oil to motorcycle riders, and other assorted individuals including local Assemblyman Knox, but it isn't listed under his name, only a concern of his that holds title to same. So the fight becomes political as well as legal when the club members finally stand up for their rights to use this land. Why do they have a right, you say?

Enter Tom Shelby, attorney and Richmond Ramblers member. "The entire hunk of land is dedicated to the public." Why so, sir, you might ask? "We proved in a court of law that that land had been used by the public over a sufficient period of time for various reasons and therefore, because of the law on land use, it was in fact dedicated to the public." Well then, why all the fuss? If it's dedicated to the public let's get on it and ride. "The problem is almost unbelievable, actually it *is* unbelievable and I hope to fight it through the appelate court if it isn't solved. The superior court has found that the activity of motorcycling is a nuisance and therefore illegal. Like anybody that rides a motorcycle for sport in the dirt, is creating a nuisance and that makes it illegal. The major point to realize is that if this goes through it sets a precedent for other rulings and it could have its greates effect on other land use. A man could donate his land to a motorcycle park and easily get turned down for a permit just by a zoning board reference to this ruling saying that motorcycling is a nuisance and illegal." I hope that you all are getting the point. Can you imagine what the consequences could be for all the tracks around the country? All the cycle parks that are in business? All the public government land in use?

If you aren't just a little perturbed by all this and haven't gotten a couple of "unconstitutional" regurgitations out by now, then you aren't serious enough a rider to worry about. For the rest of you that are a little P.O.ed, action time is now. The legal apparatus is after us. The time to fight is here and the fight is on to Save the Hills.

Now for the pitch. It takes money to fight in court and this battle will cost thousands and thousands. If the precedent is set, the Ramblers will lose their land and will be unable to put on race events to make up the bucks that have already gone into the fight. For this reason, the fight to save the hills becomes your fight and you must help pay for it. That may sound a little heavy for some who live in Iowa and Louisiana, but if this law becomes precedent, then there won't be anything left to fight for or ride on.

Two outfits need your help, one is the Ramblers' SAVE THE HILLS FUND, the other, Russ Sanford of MORE. The two are fighting the bad guys. By the way, you did know that we are the good guys. The oppressed are always the good guys and we certainly are oppressed. If you don't act, you may not ride.

You can send contributions to: SAVE THE HILLS FUND, P.O. Box 484, Station A, Richmond, Ca. 94808 or MORE, P.O. Box 26062, Sacramento, Ca. 95826.

Writin' Around

By Chuck Clayton

Bits of columns I never wrote

Want to get rich fairly quickly? Then by all means get in on the Great Public Land Giveway, now in process. It's easy as oysters. See, the Nixon administration is rapidly converting a lot of unclassified public domain into real estate. Deserts, mountains and beaches are being designated "recreation sites." That means in those areas you can lease, buy or simply be given the privilege of erecting apartment houses, campgrounds, amusement parks, hot dog stands, what have you. Even motorcycle parsk.

Leases go extremely low, something in the neighborhood of a dollar a year in many cases. You have to build your own "improvements," usually, and you can charge the public admission to get into their land. What's more, the government will force motor recreationists to patronize your site under risk of arrest.

But after all, private enterprise is part of the public too, and deserves to make a buck. You don't have to guess who pays...

* * *

Why aren't there more black motorcycle racers? Why is motorcycle racing such a white, protestant, Anglo-Saxon sport? Clemmie Jackson comes to mind. He was a very talented young racer of African extraction who won practically every Novice race at Ascot in 1965. That was the year that Watts exploded and, out of respect, Clemmie didn't come to Ascot that fateful Friday night when the sky to the north was red with the burning of Los Angeles.

A few weeks after the riots Clemmie was leading the Novice Main as usual, fell off, was hit by another bike and died. I remember thinking at the time how much a racer in a spot like that depends on the skill of his fellow racers to avoid the fate that befell Clemmie Jackson. More skill than a Novice is expected to have.

But I wondered if Clemmie's black fans were as positive as I am that his death was nobody's doing. It's theoretically possbile to cause a man's death on a racetrack, but the thought could never enter a racer's mind.....

* * *

With all this preposterous legislation well on its way to becoming law in California, I think I've figured out what the government's Final Solution to the Motorcycle Problem is intended to be. They want to force us to wear helmets and turn our lights on in the daytime. Get it?

This would limit our eyesight, encumber our hearing, and make better targets of us, too!

RED HOT, DUST DRY, FAST COURSES

By Alice Rhea
Photos by Alice Rhea and John Huetter

CALIFORNIA CITY, CALIF., May 14, 1972 — Mothers' Day dawned with weather so beautiful that everybody wished they had gone to the river or stayed home by the pool. It was just hot enough at the 4th Annual Mothers' Day function to make everybody aware of the heat to come during July and August. Luckily, there was just enough breeze blowing to keep us from roasting in our helmets.

Dusters and Red Dots got a variance from D37 for this event. There should have been two courses for Novices and two for Expert-Amateur, but they managed to convince the District that there wasn't enough room and got permission to have only two courses. Unfortunately, long stretches of both courses had been used in the SRA Suzuki series and were thoroughly chopped up, with mucho whoop-de-doos.

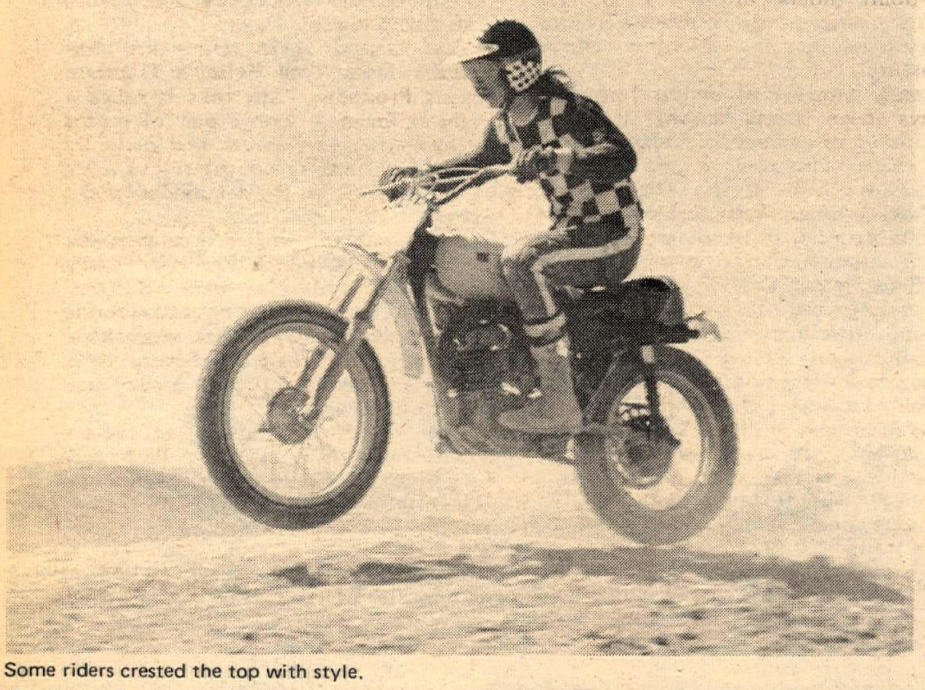
Confusion reigned as the riders tried to figure out when and where they raced; course one (red ribbon) or course two (yellow ribbon). Both clubs laid out both courses and each club held two races concurrently, alternating each hour. If this sounds confusing, you should have been there trying to sort it all out! After all the desert events I have covered, I still haven't figured out how to cover two races by two different clubs on two different courses.

I owe J.N. Roberts an official apology. He came bounding over the top of the hill going into the home check on course number 2 (yellow), dodged a ding-dong on a bike in the middle of the trail and there I was, camera in hand and somewhat surprised look on face. I can't say I was scared, 'cause I knew J.N.wouldn't hit me if I just held still...but it was a dumb place for me to be. I really am sorry, J.N.

Smokin' it on the flat.

winning the Division Two Lightweight Novice events and Frank Keepers (Ric) and Glen Lukens (Hod) traded wins in the Trail Novice class.

Neither of the courses was particularly difficult, but as the day wore on, they got badly chewed up, making traction scarce in some places. The red one, other than a scary downhill and the off-camber feeling caused by deep sand whoop-de-doos, was easy. Tom Smith called it a fast course, and Jack Knebel, right behind


Some riders crested the top with style.

But what does he really drink?

(P.S. J.N. won that race with a super-wide margin in spite of me.)

J.N. had other problems during his first race. The morning excursion. His front fender bracket came loose and dropped the rock deflector onto his front tire. He decided it would be prudent to get things sorted out before he did a Walt Goss and broke his neck.

First place was divided in most of the classes between courses. J.N. (Hus) got one first, and the only surprise is that he didn't get two. Tom Smith (Yam) got the other riding for So Cal M.C. Jim Fishback (CZ) and Larry Pfutzenreuter (Bul) shared the honors in the 250 Am/Ex class; Tom Brooks wasn't sharing and took both 175 Am/Ex wins. Terry Clark chased him to the checkered in the A.M. Cordis Brooks (Hod) and Mitch Mayes (Baja) each won one Trail Am/Ex, although I don't think either of them planned it that way. Brian Brecker (Hus) and a fellow known as number 1512 split the Open Novice wins. Red Dots can't find the sign-up for Mr. 1512. Mark Windsor (Bul) was another non-sharer, taking both wins in the 250 Novice class. The rest of you 250 Novices can take heart, though. Mark's name is getting familiar — a good sign that he is about to become an Amateur.Darrell Brown (DKW) and Robert Morrison (Pen) took turns

The uphills deteriorated to silt and rock. If you hit a bad one in the afternoon races, good luck.

Tom, said it wasn't so fast. Take your pick. Novices had a little trouble with a long series of bumpy dust and rock up hills, on course number 2 (yellow ribbon), but there was nothing really impossible or dangerous about either course. With half a dozen riders trying for the 2 or 3 lines, it got interesting in the heat of battle. I guess some racers didn't take advantage of the right to practice on the courses before the races, as some of them did super-hard get-offs from flying over hills too fast or missed tight turns in the heavy dust. On the other hand, maybe errors were the result of race-strain.

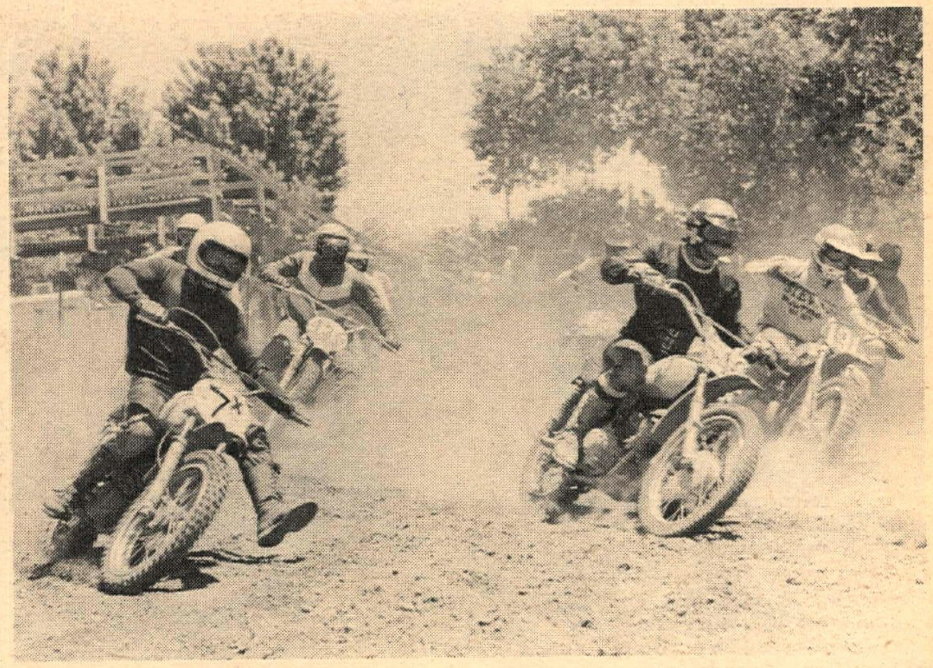
I don't care what anybody says about Ron Schneiders. He was nice enough to start my bike for me when it loaded up, so he can't be all that bad.

Thanks to Chuck Cook for riding shotgun for me. (That means he came along and pushed when I got stuck.) I have to have an escort to venture beyond the pit area as I am prone to losing my way and falling prey to worse disasters.

Desert tortoises have come out of hibernation and I would like to remind everyone that they are a vanishing species. Please leave the turtles in the desert and take your trash home. (There is a $500 fine for turtle-napping.) Noticed that Whitey Martino pulled one

PALM SPRINGS AT DUNES

Jack Orndoff (Hv. Am.) coming through the home check.



First turn action at the old reservation.

away from the course and headed it off the other direction. Take note Sierra Club.

Clarence Kieffer and Kenny Summers of the Dusters M.C. were really jewels at getting the results for me. There were sixteen races here today and we started sorting out the results at 5:30 pm when everybody else was home taking a shower and having a cold beer. Need I say the results are very unofficial?

Nobody have given any results to anybody at the Red Dots sign-up, so some pleasant fellow with a British accent went through them for me. Thanks.

Confusion notwithstanding, most of the riders had good things to say about both courses. The trail got pretty chewed up during the day, exposing more rocks on the hills, but both were fun courses. Some riders even went so far as to say that course 2, (yellow ribbon) was a real riders' course, although it was very tight in the sandwashes and gullies with no place to pass except coming into the home check or going to the bomb.

Sixteen races in one day is too much. Racing started at 8:00 in the morning and continued until 5:00 in the afternoon. The worst part of it was that everybody ran out of ice and beer before the day was over.

(Results on page 36)

You could get going faster than you really wanted on the downhill going into the home stretch. When you got out of shape, the fans loved it.

By John Grout

VALENCIA, CALIF., May 14, 1972 – On a day kissed with Palm Springs resort season-type weather, nearly 300 riders answered the 9 am call to battle during today's ability-loaded motocross program, conducted on the challenging Shadow Glen course at Indian Dunes Park.

Young Mike Brown, who is now being touted as the top mini racer in California – and, for all purposes, you might as well say the US – walloped an overflowing field of papoose skyrockets, little squirts in the dirt, in three straight times at bat.

Tom Hoyle, who was among the high-point riders in the 1971 Old Timers' Can-Am crew, grabbed his three wins at the expense of 25 other "diggin dinosaurs".

Randy Nordyke of Ventura, who has always been rated among the top echelon of motocross combatants at the Old Reservation (I hope Stanford University will kindly forgive our brashness) came from behind in one heat, and rolled all of the way in front during his other two motos; solidly trouncing a swift, sliding 250 Senior entourage.

Lynn Stokey scored a 125 Senior/Expert victory over another Penton racer, Danny La Porte.

Bob Stephan, who rides out of Steve's Bultaco in Van Nuys, kept his win streak intact amongst 250 Juniors, while creating more disturbance than a leaky oil cooler at the Indy "500".

Mark Casper (Bul), Jim David (Yam), Mike Bruno (Yam) and James Kimura (Yam) went after one another, knobby-to-knobby, in the 100 Junior contest. Casper gained a narrow, overall first place.

The 125 Division A race could have gone to either Rick Armstrong (Pen) or Kawasaki mounted Ed Siegwart when they got to the third and final round. Armstrong, who won the last heat for the group, was the day's overall winner.

In 250 Division A Junior action which had a black flag waved in the final moto when points leader Dana Littlejohn (CZ) and Bill Hines (Hus) collided on the front chute, eventuall overall winner was Gary McDonald, seated on a Maico.

Eric Crippa, again airing the new Yamaha from Tom Kelsey's Titanium Racing Products – the bike is called a Yama-Hallman – won a pair of motos for Open Senior/Experts, and generally played the game of hot tire tracks along an empty trail for the remainder of the assemblage.

Bob Cullinan, who was astride the same CZ with which Pro rider Larry Watkins was leading last week's $25,000 fiercy in Idaho, before encountering engine problems and other mechanical problems, rolled the machinery to a 2-1-1 record while stopping other Open Juniors.

This coming Sunday's motocross warfare at Indian Dunes Park will feature a cash purse for Senior/Experts and trophies for Juniors, Old Timers and Powder Puffs. First race at 9:00 am.

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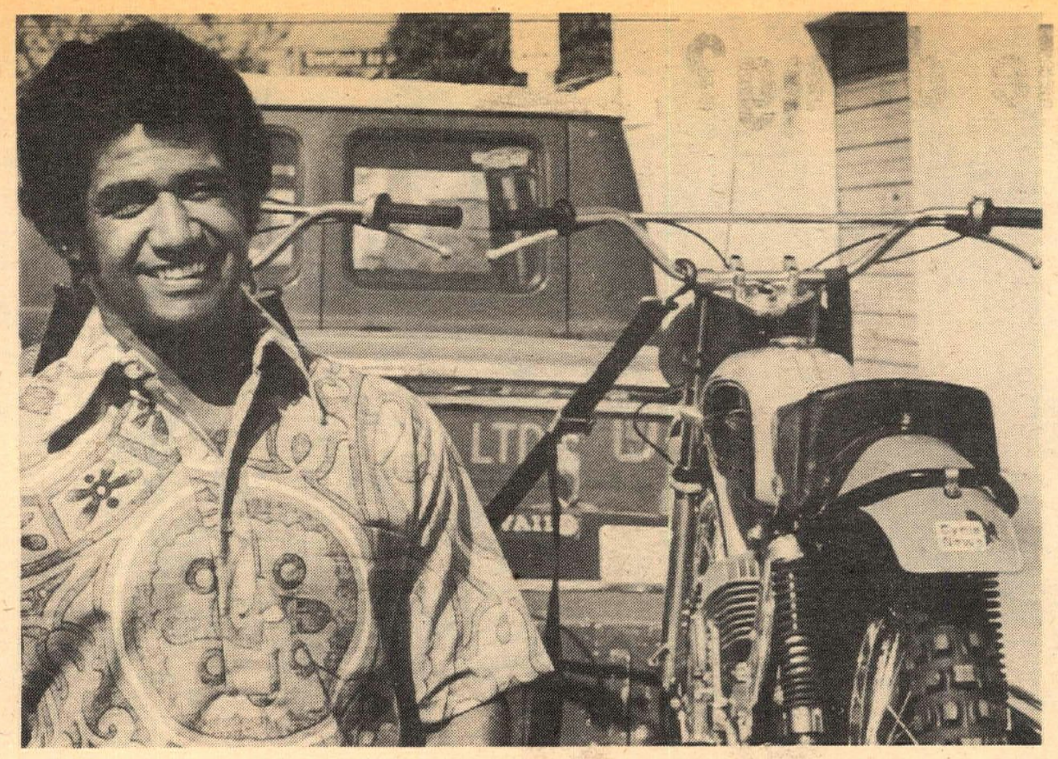
the latest poop

by Papa Wealey



HOT FLASH! HOT DOG! HOT SHOE! HOT POOP! "Cobra" DeSoto, long-time Hawaiian competition rider, was at American Jawa last Thursday assisting his son John in loading new 250 and 400 CZ motocross machines into his truck. That's right, MX fans, DeSoto is back on a CZ, after an interim period on other machines that sometimes went belly up short of the checkered. Of course, DeSoto, Jr. is not known for being easy on his bikes. John was CZ-mounted for the first round of the AMA-sanctioned US CUP MX at the Cal-Expo course in Sacramento. Insofar as John reestablishing a more permanent relationship with CZ, both he and Ted Moore of American Jawa agreed that any final agreement is "still up in the air". After the DeSoto/CZ performance Sunday, it will be interesting to watch negotiations unfold. Particularly since The Flying Hawaiian has other offers. But can any other machine hold together under the punishing DeSoto riding style? John will probably be riding one of the prototype Kawasaki MX bikes this weekend at Saddleback in the second round of the U.S. Cup. Unconfirmed rumor has it that he'll be on a Sears' Allstate for the Carlsbad race. Could this be part of a new "Try before you buy" policy? We'll go out on a limb and predict that DeSoto will not sign with Sears.

* * *

Did you know that the first motorcycle produced by Yamaha was the Red Dragon Fly?

* * *

We got ring-up from Marvin Foster at Hodaka who told us that some interesting things are happening at the two-day thingy at Bad Rock. American Honda is going to field an enduro team, as, of course, will Penton. Wheelie Wheeler's American motorcycle will baptism under fire – and rain and mud and probably some snow and Lord knows what else.

* * *

Been wondering what to do with that old junk bike? Throwing it away would be polluting and it really isn't making it sitting there in the garage. Well, Estancia High School needs it. Call Chuck Johnston at (714) 642-4850. It is tax deductible.

* * *

AVIS TRIES HARDER: Going to Europe? Want to get a bike over there instead of shipping your 750 road burner over? Avis in Europe has just the thing: Mofa Puch Maxi motor bikes for $4 a day or $28 a week through Swissair. Of course, you will have to pedal up the larger hills.

* * *

Drag racing is probably the most overlooked end of motorcycle sport and HRL who sponsor's Miss Molly Blue is putting up $500 for bikes competing at the Challenge Day drags at Orange County raceway on May 21. More people should pay attention to the drags.

* * *

In the not-too-distant future we may see a Russian rider on Japanese machinery in European motocross. Some of the top riders are Russian, particularly in the 250 class. The Japanese factories are going to need riders, and the Russians are going to need good rides. Vladamir Kavinov and Alexsej Kibirin are names to keep in mind. The latter took a second and fourth in the French and Spanish GP's respectively.

* * *

You may have wondered how the John Player Nortons like the ones at Daytona got the gas to the carbs since the tanks were down alongside the engine in the interest of lowering the weight. The answer, of course, is that they used a fuel pump. But it was a unique one. The pump is operated by the movement of the rear suspension. This led to a rather humorous situation during the Anglo-American match series. At Oulton Park one of the mechanics was warming up a Norton, bouncing up and down slightly on the seat while he did so to pump fuel. It was noticed that the Suzuki mechanic next to him on the grid did likewise, perhaps thinking that it warmed up the oil in the rear suspension. Soon all the Suzuki mechanics were doing it.

* * *

TRICK TIP FOR SUZUKI 400 OWNERS: One of our staff used a CN want ad to sell his super-trick Suzuki 400 a few weeks ago. He sold it right off the clam, but he's still getting inquiries. Many people are calling just to find out where they can get the special gears mentioned in the ad. One dealer called all the way from Ohio. Well, here's the skinny. It seems the 1971 TM400 had some bad gears, notably second and third. Second gear would self-destruct because the dog grooves didn't line up with the dogs. Third driven gear would go pooh when the bronze bushing insert separated from the gear body. Suzuki's crack team of engineers have licked the second gear problem by lining the dogs up with the grooves (clever) and the third gear problem by making it one piece. You can't miss the new third gear because it's *pink*. Now you will have to do your shift forks in lavendar. Anyway, the gears are now available to the world. The part number is listed in the 1972 Suzuki parts manual. Good luck and happy shifting.

* * *

We went to Auto-Expo to check out all the outlandish four-wheelers and were surprised to come across some sort of weird semi-cycle back in the corner. It is called the "Bi-Car" and is registered like a motorcycle. The difference is that it is enclosed. When you come to a stop you lower two support wheels which keep you from keeling over like the guy on the trike on "Laugh-in". It uses a Kawasaki 500 engine although the three-quarter litre (as the car guys would say) K-3 is also available. The way that they get the thing to back up is by running the engine backwards. They have two sets of ignition sensors. Shut the engine off and switch to the other set. Very tricky. We will try to bring more info in a bit.

* * *

Speaking of Kawaski 750's, watch for our road test coming up soon. We found some surprising things.

* * *

The upcoming U.S. Cup MX series at Saddleback and Carlsbad will also feature Sportsman racing for all regular classes and classifications on the preceding Saturday. District 37 MX points will be awarded for Novices, Amateurs and Experts in the normal cc divisions. Both races are AMA-sanctioned, count toward the District Number One plate and all that good stuff. With the number of District 37 motocrosses fewer and farther between this season, this is a good chance to pick up those points you missed earlier in the year and (ta daa!) be on the same program as The Pros. Pre-entry is $7.50 to Leisuretech, Box 13369, Sacramento.

* * *

IF YOU WEAR IT, MAKE IT A GOOD ONE: A lawyer friend of ours pointed out to us that effective January 1, 1973, all helmets sold in California must meet CHP approval. Hope it applies to the hard hats the Highway Patrol themselves wear and gets the poor guys out of those visored pudding bowls. Then again, if that's the CHP concept of a safe helmet, you could probably get a coconut shell approved.

* * *

It is rather frightening to think about what is going to happen to Formula 750 road racing when Yamaha introduces their 750 two-stroke. If it is the four cylinder water cooled version that they showed briefly, it will have dimensions just slightly larger than the 350 water cooled screamer that they are campaigning so successfully in Europe. That 350 is said to put out 70 ponies. It also holds lap records at several tracks over there. That means that the 750 racer can find a pretty easy 110 to 120 hp. That would put it at the head of its class in power. Yamaha has had a vise grip on the 250 class in road racing for several years now. The Suzukis and Kawasakis just couldn't find the stuffings that Yamaha had even though the Kawasaki had a rotary valve design that was supposed to offer more potential power. Yamaha is coming into the 750 class, it seems, with a four that would offer much more potential power through greater port area. They also have a lot of the best riders under contract. These range from Expert Kel Carruthers to Novices like Pat Evans. It looks as though up-and-coming John Q. Scratcher couldn't do much better than to get a ride with Yamaha or make friends with Don Vesco.

* * *

HANDY HINT: Tests have shown that a Cycle News stickie will stick to the inside of a clothes dryer indefinitely.

* * *

All you people in Anaheim who would like to keep Banzai Motorcycle Park open have a chance. It has been ordered closed June 1 because of local mobile home owners complaints. The city council will hold a public discussion on May 23.

* * *

Bruce Flanders was in here and told us that they (Flanders) are going to make a product known as "Clamorade" to compete with Webco who sells "Gatorade". He says that it is a mild diarrhetic for first-time hare and hound riders.

* * *

You probably wondered why Ron Grant raced a 500 Suzuki at that big-bucks road race in Italy. Well, the reason was that the 750 he was hoping to get was held up in customs. The thing was addressed to Turin, Italy but was supposed to be in Rome. When it got to Rome the Italian customs tech inspector said "Nope. Says here it's sposed t' go t' Turin." Grant raced a 500.

* * *

Complete with our Louis XV jousting shield, we headed over to Saddleback Park last Tuesday for an informal press conference which had as a guest non-other than the jumper Super Joe Einhorn. You may be aware what we've said about Super Joe in the past, so you can realize why we went so defensively prepared. Turns out that Super Joe is a right-nice fellow; he kinda jokingly laughed off our pride when he found out we were from Cycle News. "I don't regard Cycle News too highly," says Joe. All through the afternoon, he was actually smiling, not the stoned-faced image he presented at San Jose last fall when he went 144 feet or thereabouts. He told us his reasons for that image at that time, seemed well-founded, but we cannot relate them for certain reasons. Anyway, a few sips from the cold one broke the ice and Joe opened up his friendly attitude – even to us! That personal touch has changed a lot of our impressions of Super Joe; but he's still down on Cycle News. Wonder why????

* * *

Speaking of jumpers, a real-royal-whopper occurred several issues back. In case you didn't see it, the ol' CN editorial and advertising staff went separate ways in plannin' out the book. On one page they had a story about Bob Gill jumping a canyon. Guess who had an advertisement on the same page? Yup, Evel. Ahem, it is with clear throats that we apologize to both before they come here and jump us!

* * *

Gary Wells, where are you?

* * *

W.E. "Boon" Bundock claims to have broken the Three-Flag Record on his second try by riding from the Peace Arch at Blaine, Wash. on the Canadian Border, to Tijuana in 18 hours and nine minutes. Boon set out April 25 at 10:45 a.m. His motorcycle was a 1971 Moto Guzzi v-twin. He collected two expensive speeding tickets en route. "That's why the police are buying Moto Guzzis," Boon boasts.

* * *

Torrance, Calif. readers, mark May 23 in your calendars. On that night at 7 p.m. the last public hearing on the fate of the new public motorcycle park will be held. You turned out in great numbers (some 300 of you) last month and convinced the politicians that you deserve a place to ride. The kids that spoke at the last hearing were very effective. You got what you wanted: 10 acres on the north end of Torrance Airport. Now you need to show up once again on May 23 at the City Hall at 3031 Torrance Blvd., 7 p.m., to make sure they don't take it away.

* * *

The Sierra Club has not been idle since the President's Proclamation on off-road vehicles. In Idaho, according to trail rider John Larson, "everything over 5,000 feet is going to be declared Wilderness," meaning no vehicles, period, unless motorcyclists do something about it. Since elevations in the Potato State start at about the 3,000 ft. level, that won't leave much room to ride.

* * *

This past weekend saw a custom bike show in a prison, the first time such an event has taken place anywhere. Larry Richardson, editor of "Big Bike" magazine and his pal Chris Bunch, editor of sister publication "Choppers", worked overtime with state and local authorities of the California Mens' Colony to provide the inmates with a day of chrome and candy paint. Friday morning about 20 volunteer bikers met in front of the magazines' offices and jammed up to San Luis Obsipo, slept that night on a foggy beach, and rose at dawn to assemble at the East Facility of the CMC (as it is called) with an outstanding collection of custom road machinery. Although extensive plans were made in advance to thwart security difficulties, there was some consternation as to whether or not some of the exhibitors would be admitted behind the gates. Quick and positive action on the part of Sergeant Bass, father of ace motocrosser Ron, saved the day. About 1200 inmates were allowed to mingle freely with the bike owners, discussing once-owned

(Please turn to pg. 33)

Slidin' Sideways

By Bob Turner

This is the initial column in a series that will run during the speedway season. The main attempt is to familiarize you with, and report, speedway happenings to the readers of Cycle News. Speedway is the fastest growing form of motorcycle competition on the west coast and yet it seems there are still fewer accomplished riders than compete in an average Hare and Hound. Maybe a few sore points will be exposed, and maybe that will be good for the sport. Often those that are too close to a particular form of racing never see the shortcomings, and those that are distant never see the good points.

Not being exactly sure what direction this column will eventually take, I'm going to dive right in and pass on some of the more interesting things that have happened so far this season.

Don Castro made his first ride of the season at Digger's track in Bakersfield on Wednesday. He looked a little wobbly at the apex of each corner but ended up with a second in the handicap consolation. Castro may well be the smartest national numbered rider the AMA has. He realizes that in between the big nationals a few dollars can be made riding speedway on the new schedule.

The new schedule, in case you're not familiar: Tuesday at Venutra, Wednesday at Bakersfield and Reno, Thursday at Irwindale, Friday at Costa Mesa and Sacramento, Saturday at Napa and soon at the L.A. Coliseum. Maybe you didn't even know all that racing was going on.

Speedway must be interesting to someone at the head office of the AMA, as the Competition Congress adopted a complete set of rules to govern the events. The AMA's rules are very different than those that the Speedway Racing Association has adopted and refined in the last few years and both rule books are different from the one that the FIM uses. It seems a great shame that everybody couldn't get their heads together before they go for each other's throats.

Grapevine rumors have speedway running, or about to start, in such areas as Ohio, Florida, Louisiana, and possibly New Jersey. The main problem is that rumors are the hardest races to ride so if anyone has real concrete evidence let us know.

Now a comment that many of you non-speedway nuts may not like. Speedway is the most exciting form of motorcycle competition in the world. While you're stewing about that personal comment take note of the following fact, especially you motocross racers that beat your brains out for $20 prize money every week, each of those above listed speedway events has to pay guaranteed prize money of $1,025.00 minimum. If there is a large spectator turnout, the minimum then becomes 30% of the gate.

Danny Becker is a name that you are going to be hearing a lot more of in the next few months. He is the brightest new star to come along on the circuit. Eighteen years of age and beginning to put it to the established speedway riders where it hurts, in the ego and the pocketbook. Last year at this time everybody thought that Danny was too fragile to cut it as he seemed to break something every time he got off. And he got off quite a bit. Now he has put the jigsaw puzzle together and is shaking up the troops.

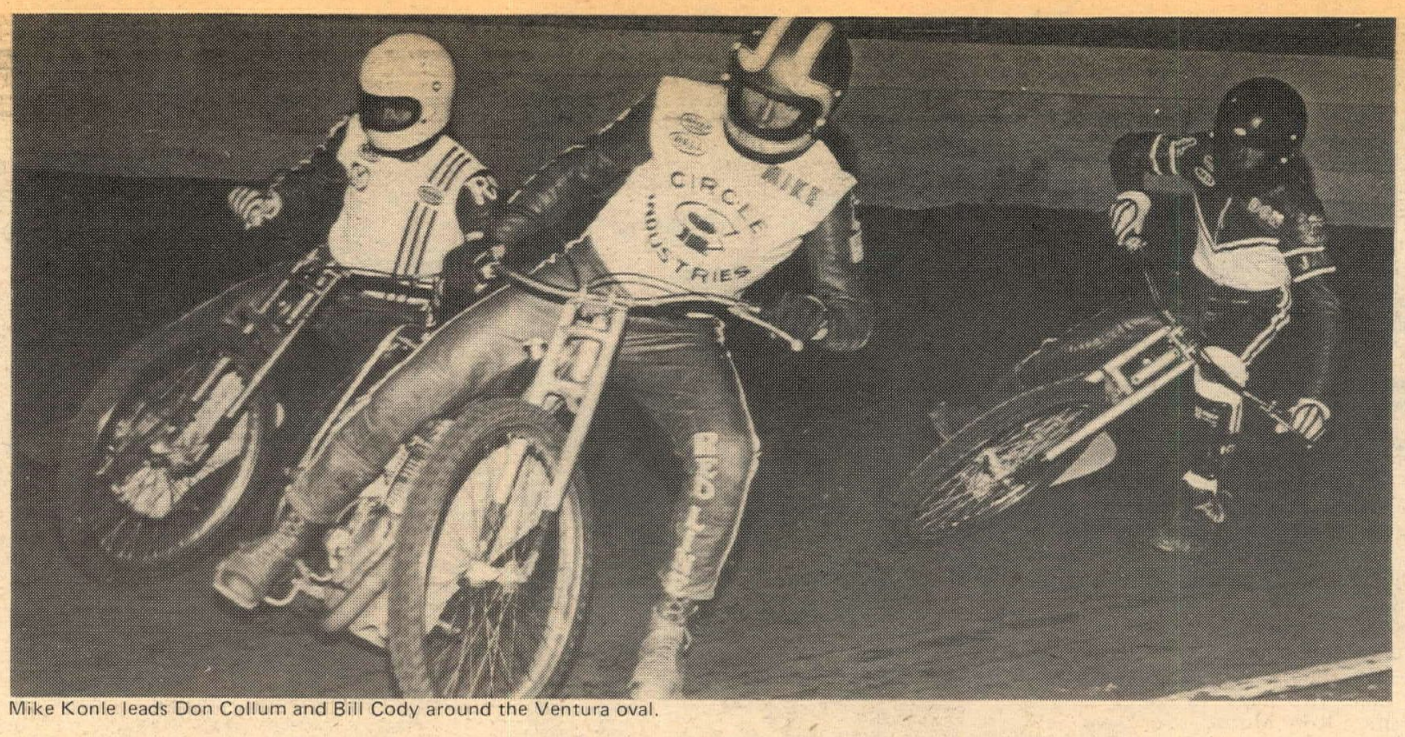
Sonny Nutter picked up a new sponsor that should help him, and make a few others eat their hearts out, NGK Spark Plugs. Three scooters and all the plugs he can eat.

Rick Woods picked up so many sponsors that he must have hired an agent during the off season. It seems that everybody loves a winner, except the second place guy.

Rick is riding a new scooter that you might be interested in getting a better look at. A titanium frame, much bucks, and just in time for the international ban on titanium for speedway.

Speaking of bans, when are some of you guys in the SRA going to get your heads on straight and made a rule change? I mean the one that is so obvious that it is painful. Not only painful but downright injurious. When a rider is forced to lay his bike down to miss another rider who has fallen in front of him there should be an automatic restart. The rider who fell may or may not participate in the restart, depending on how the referee saw it, depending on whether it was his fault or not. It would then become automatic that the trailing rider would not try some scary maneuver and possibly use the downed rider for traction and send them both to the hospital. The snivelers are going to cry that they would have won the race if it weren't for the restart but if the situations were reversed the sniveler wouldn't cotton to the idea of his kidney being used for a parking place by one of those ugly non-folding harpoon type footpegs.

A final thought, it sure takes the fun out of running fuel when they make it legal.



Mike Konle leads Don Collum and Bill Cody around the Ventura oval.

Sonny Nutter, Super Slider.

Current speedway Champ, Mike Bast, shows the family style, leading Larry Shaw.

VENTURA SPEEDWAY

Bad weather and still agrowin'

By Dennis Greene

VENTURA, CALIF., May 9, 1972 Mike Curoso is fast becoming a big-boy-beater. Tonight at the Ventura County Fairgrounds, young Mike powered his JAP Esso to the Handicap Main win, fending off the talented Rick Woods and Billy Gray.

Woods didn't have an all bad night, however, as he turned around and won the Scratch Main over Mike Konle, Less Chanky and Bill Cody. Cody did have a bad night, though, finishing last on both Mains after getting into spills while dicing through the pack.

Newly-NGK-sponsored Sonny Nutter wound out his Jawa to full throttle and picked up the cash for the Handicap Consolation win, as did Ed Williams in the Scratch Consolation.

Bigger crowds despite foul weather are being seen here at the Fairgrounds this year. The track, widest on the coast at 52 feet, is still short of perfection making sliding quite difficult, perhaps giving Division II riders a slight advantage, but the skill of the Experts more than make up for it.

(Results on page 36)

Mike Crouso waves a foot at the fans.

ALDANA MAKES IT THREE IN A ROW

GARDENA, CALIF., May 13, 1972 — The doors opened with a bang at Ascot with the time trials giving the notice of what was to come the rest of the evening. No less than five riders time trialed in the twenty two second bracket, the most that have ever gone that fast in a single night of Friday night racing.

Mert Lawwill and Tom Rockwood raced each other for fast time honors with Lawwill, the official one lap track record holder, edging Tom by a tick or two of the clock. Back of these two came Dave Aldana and John Hateley.

Lawwill, who learned his racing at Ascot, and has been trying to again find the groove here, topped Hateley, Gene Romero and Mel Lacher in the opening heat race.

Rockwood countered in the second heat by coming from third place with less than two laps to go to defeat Gillespie, Ron Moore and Dave Sehl. Aldana was in the third heat, riding a four-in-a-row win streak, losing his heat race only on opening night.

But Lloyd Houchins was the man that put it on Aldana along with Oregon's Mark Williams. Houchins had it won until the final few yards when something happened to the machine. He finished fourth. Williams came on to win with Dewayne Keeter shining for the only time during the program, taking second. Aldana ran third most of the way and transferred to the Semi.

Road racer Mike Lane made his first appearance as a dirt track Expert and found out the hard way one cannot, especially as a rookie, spot the Ascot aces in four weeks of competition. Mike stuffed himself into the north turn wall early in the final heat. Then he tried to get back into the race, but ran into another rider — in the pits!! Referee Kellam wisely told Mike to try again next week.

Aldana, Romero and Moore then ran one-two-three in the Semi with Canadian Dave Sehl unable to finish high enough for a transfer to the final. The Trophy Dash was again Aldana, topping Lawwill, Rockwood and Hateley. It was the Norton rider's second Dash victory of the year.

Gillespie, who had lost the heat race on the final lap to Rockwood, looked like he wanted to take it all in the Expert final. He and rookie Ron Moore took off and ran one-two for the first six laps. Then Aldana found the quick way around the slick oval and took over second from Moore on lap seven.

Two positions changed on lap nine with Aldana taking the lead and Lawwill moving into third place, behind Gillespie. Houchins was also moving from the back and took over fourth place. Romero, Hateley and Rockwood were not finding the track to their liking and were all working their way toward the back on each lap.

Lawwill boomed into second in the late laps but was too late to catch Aldana who scored his third straight Main Event win for Harold Allison. It was Mert's best showing in a professional race since 1970. Gillespie held on for third with Houchins in fourth and Moore running fifth.

The Junior class is great at Ascot this year. Great, due to the fact that a number of riders are giving a display of talent depending on which Friday night you watch.

Larry Gino has been consistent this year but had not won. He did it this week and became the sixth Junior in six Friday nights to win the ten lap Junior final.

The Triumph rider from San Bernardino watched and waited behind Steve Nichols and the waiting payed off on the seventh lap. Larry went on for the win. Nichols was so shaken that he fell on the last lap, trying to catch up. Point leader Tom Horton finished second with Iowa's Steve Droste making his best effort at Ascot and gaining a third place.

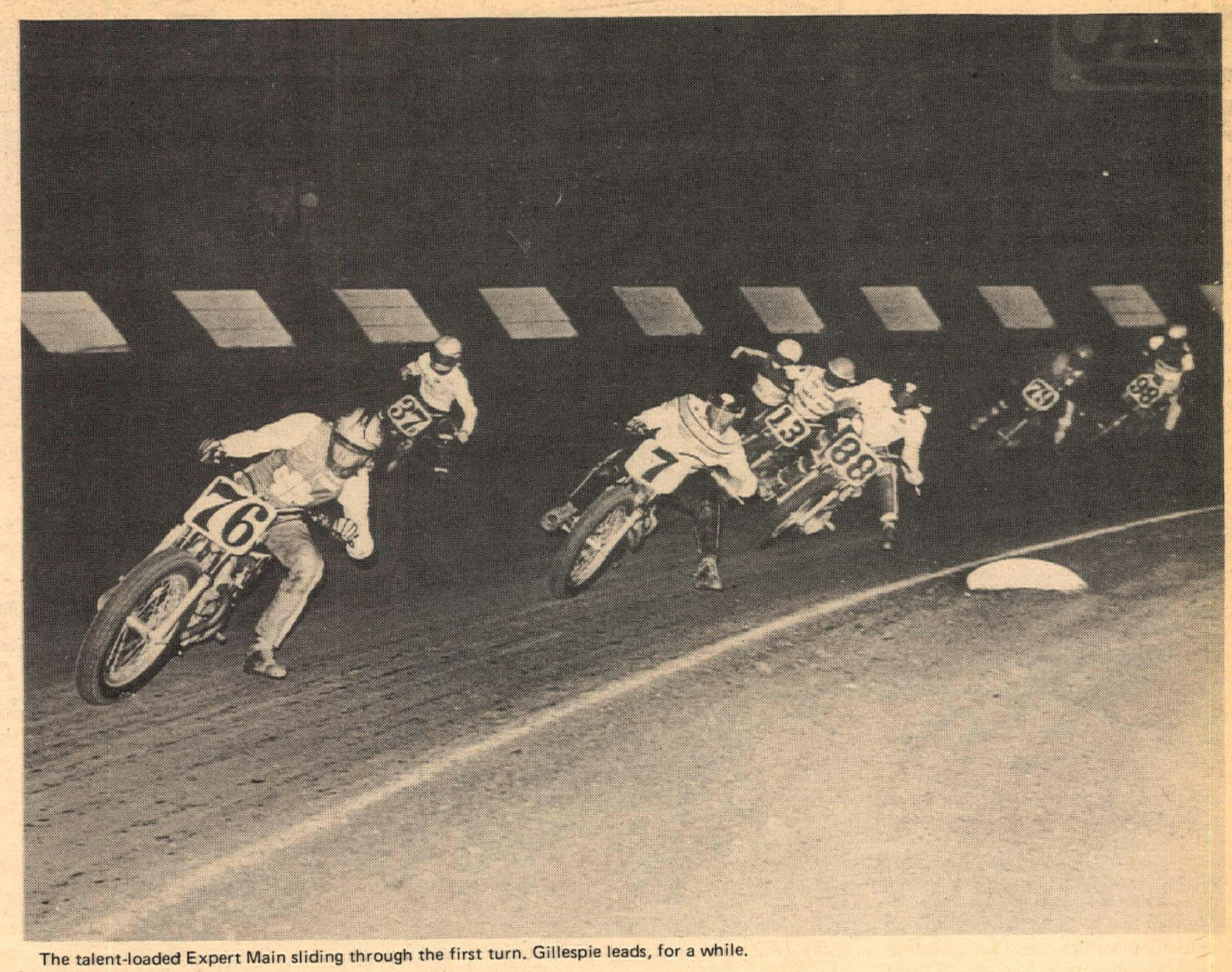
Just when everybody was ready to give the entire Novice season to John Gennai, a new face appeared on the scene which may change it all. He's another Northern Cal. lad by the name of Mike Renslow. Like Gennai, he also rides a Yamaha.

Mike was pitted against John in the heat race. Gennai had never lost a five lapper at Ascot this season. Renslow caught, passed and won the heat, going away. Gennai found himself in the Semi for the first time this year and easily won that, but was pushed slightly by road racer Howard Lyngaard who appears to be catching on to dirt a little more each week.

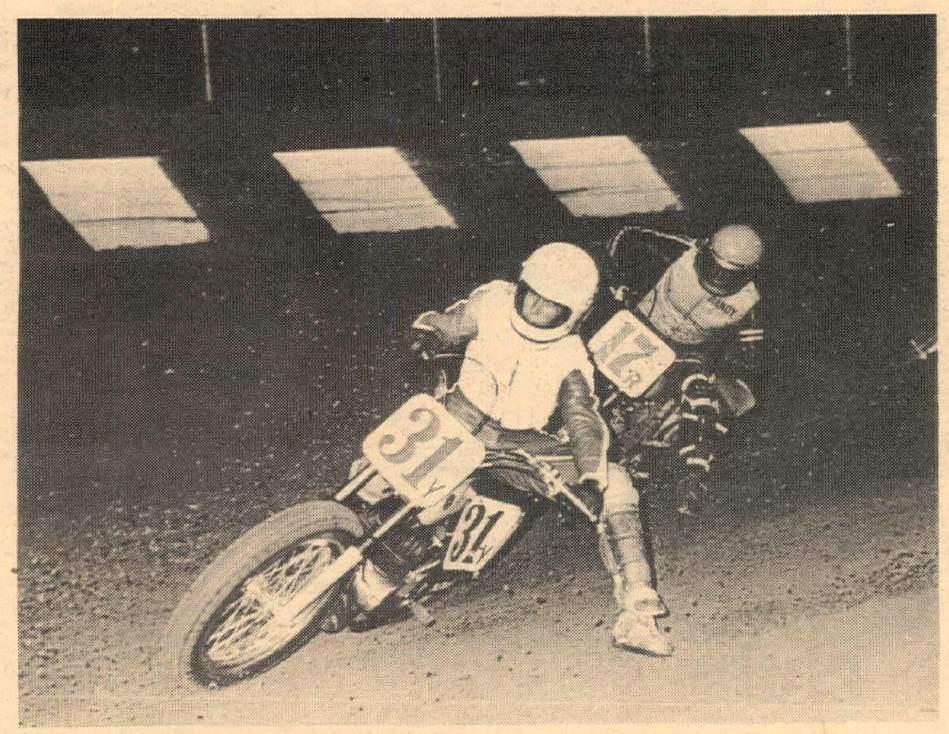
The final had Visalia's Jim Keener up front early with Rick Hocking a close second. Gennai, riding like it was only a three lap event, instead of eight, moved into second on the third lap, and departed from his machine on the fourth lap.

Renslow took over second from Hocking but Rick came back on lap six to grab it back, passing Keener for the lead on lap seven. Renslow then became over-eager, got into trouble and knocked out all chances of his first win. Hocking scored first with Keener second, Renslow third and Guy Bailey, fourth. Renslow and Gennai were caught by the starter, and started from the row three penalty line.

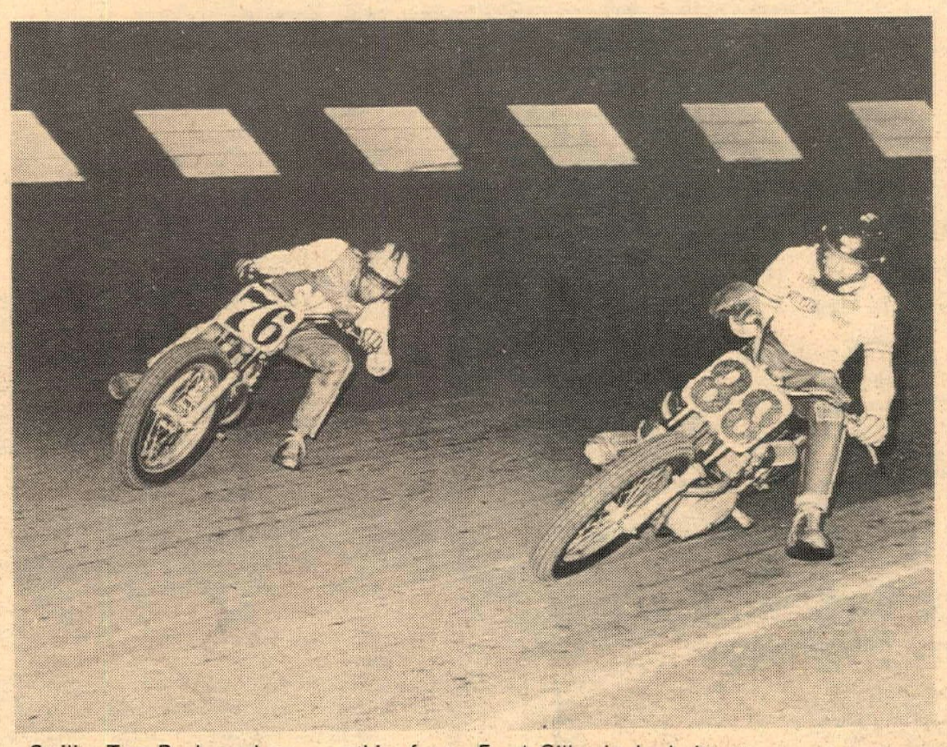
(Results on page 36)



The talent-loaded Expert Main sliding through the first turn. Gillespie leads, for a while.



Novice Main victor Rick Hocking hangs it out.



Smiling Tom Rockwood sees something funny. Frank Gillespie checks it out.

All The Way To San Jose

Mile tracks do come back. For the first time since 1958, the Fairgrounds Mile in San Jose will host National mile action.

The track is designed with the longest straightaways of any mile the riders have raced in the past ten years.

The riders and machines have added the touch that is needed. In four previous dirt track events on the national circuit this season, two TT's, a short track and a mile, four different riders on four different brands of equipment have come up winners! The type of chain a promoter looks for.

Over $20,000 in purse and contingency money is up for grabs for the event that will hold practice and time trials in the morning. Racing starts at 2:15pm.

Only two riders are still active who competed in the '58 mile. That year Sammy Tanner was a rookie first year Expert and Dick Mann was still looking for his first National win. Both are officially entered.

The ticket gates and grandstands will be open to the public at 9:00am on Sunday. If and when the seats are all sold, the infield will then be open for standing-room tickets. Between 15 and 20,000 people are expected to view the only mile track event on the west coast this year.

Every dirt track National winner from last season and this year, with the exception of the injured Bart Markel, is officially entered.

Cycle News North

The rubber band snaps and the trooops charge at the Oregon State Champs, Medford Motocross Park.

Pomeroy Shines at Goose

By Jerry Shipman

GOOSE HOLLOW, ORE., April 30, 1972 – Wow! Groovy! and Super! were some of the superlatives heard today at the Goose. Right off, the 125 Seniors really hung it out with Pabacto engineer Harry Taylor's Super Super Rat ripping off the line never to be headed, despite charges by Ken Buirley's Penton. In the second moto, Taylor again took first with Buirley and Butch Waymire behind. Buirley tried an inside shot on an uphill corner but all he got was a face full of banners and lost about five positions. He reattacked the course and almost caught Waymire in second. The third moto was tops with Taylor leading, then Buirley and Waymire. With about five laps to go, Buirley forced his way around Taylor and led to the checkered. In the 250 Intermediate, Glenn Wienz was never in serious trouble all day despite this being his first year at MX.

At last, the 250 Experts. Right off, it was Pomeroy's Bul followed by the Maicos of Cook and Paulin. Neither Maico could come close enough to do any damage. Dan Zlack's Ossa broke from the pack and started hauling in Cook and Paulin. In the second moto, it was Pomeroy again followed by Cook, Zlack and Paulin. Disaster struck when Pomeroy's chain parted, letting the three pursuers by, briefly. Jim got his chain back on and started bearing down. He took second after Cook's bike gave up. The third moto was all Pomeroy, with Paulin, Cook, and Zlack trying to catch up.

Kent Tackrell and Bo Hart, both on 400 CZ's seemed to be the only high points of the combined Junior/Inter motos. They swapped the lead several times, but Tackrell had that something extra that always forced Bo into a goof or a spill. The Open Expert class featured some fast company with Bob Leach (CZ), Pomeroy's 250 Bul, and Cook and Paulin's 400 Maicos. Bill had his Maico cookin with Paulin right on his knobby and Pomeroy riding an impressive third. At the last Inter-Am in Salem, Ore., Pomeroy got a fourth overall, splitting the Europeans, and on a flat tire to boot. The rest of the motos were almost a carbon copy of the first with the exception of the third, when Cook fell or stalled, letting Paulin in for a first but holding off Pomeroy to get a solid second.

(Results on page 36)

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OREGON STATE MX CHAMPIONSHIP

By Mike Starr

MEDFORD, ORE., April 29-30, 1972 – The Motorcycle Riders Association, Inc. hosted their final event of the season, the Oregon State Motocross Championships at Medford Motocross Park this weekend. Extensive work has been done to the track and by practice time Saturday, the track was fast and somewhat dry.

Racing Sunday got underway at 11:00 am with the usual mini-bike classes and then jumped right into the first 30 minute moto of the $1,000 purse pro race. Local riders jumped immediately into the lead. John Schwender and Bob LaFontaine pulled away from the crowd and proceeded to put on quite a show. Schwendener's throttle started sticking and he rode the last of the moto at about 2/3 throttle.

All other classes were run off in smooth progression, 100 Kids, 125 Junior and Senior, 250 Junior and Senior, Open Junior and Senior. The second round of motos included one ten minute blast known as the "Old Man's Race". 39-year old Archie Billings aboard a Yamaha took the lead away from Fred Moxley and picked up first place gold. Moxley, better known as Mr. Penton West (he is the western distributor for Penton Motorcycles) looked mighty stylish, but a tad bit out of shape. In any case it was good to see him astraddle a bike once again. The second round of the pro class again saw local riders pick up the marbles. Dave Hellick, riding for the Western U.S. CZ distributor, grabbed the lead only to have his chain come adrigt. This time Schwendener had his throttle well oiled and was able to collect first place points. LaFontaine, on the other hand, dumped in the first turn and had to ride a very, very hard moto to pick up a few points, knowing full that it was going to be all or nothing in the third moto.

When the rubber band dropped, Schwendener and LaFontaine grabbed the lead and proceeded to lock handlebars for 30 solid minutes of somr of the most fantastic racing action ever witnessed at this track. In the early part of the moto, LaFontaine led Schwendener. One rider would go high, using the berm to change directions. The other rider would dive low trying to gain a precious foot on his arch rival. Schwendener and LaFontaine, utilizing the european technique of hitting the berms flat out and using them to change direction of travel, were spectacular.

While all of this action was going on in the battle for first and second place, Bob Decker, aboard a 400 Husqvarna, whittled away at Keith Nerseth. In the next to last lap, Decker managed to nip by Nerseth and slide into third spot. The important thingis that Decker, through some very consistent performances, had picked up enough points with the third place win in the third moto to pull off first over-all in the pro class and take home the $400. The final finishing order was Bob Decker, John Schwendener and Bob LaFontaine.

(Results on page 36)

Maico-mounted Bill Cook (86) and Rick Paulin (143), high in the 250 Expert class at Goose Hollow.

What toodo after finishing the fifth....

By Sue Bailey

WILLOW CREEK, CALIF., May 6, 1972 – The Willow Creek Speedway started their sixth season of scrambling tonight with twenty-three Main events and twelve Trophy Dashes. The 100 Novices, and the 250 Novices were divided into three divisions; the 125 Novices, 200 Novices, 250 Amateurs, 250 Experts all had to be split up in two divisions. The weather was cold, but the crowd was fantastic. We had a lot of spills, but no serious injuries.

The 125 Amateur Main found Jim Johnson (Bul) first into the sweeper and was passed by Gary Frank (Pen) coming out of it. Then Frank spun out on the turn coming off the jump and gave it back to Johnson for a sure win. Ray Olsen, Jr. (Suz) was holding on to second by a rim. Ray Dugan (Bul) challenged hard for the second place win, but couldn't quite make it. Johnson finished first in the qualifying heat and had taken the Trophy Dash.

The new class of 200 Novices put on a good show. In the first divisions, Lonnie Manning (Bul) led to the checkered. The battle was for second place between Greg McKinney (Yam 175) and Mike Sawyer (Bul). McKinney moved up on Sawyer, pushed him hard, then fell back a little at the white flag, poured it on, almost passed, and spun out on the next turn. That was that!

William McKinney (Mon), after being black-flagged while leading the qualifying heat (he forgot to put his face mask down), went on to win the 250 Novice, second division. He was first into the turn when James Ryan, Link Chapman, and Richard Streetman piled up and the race was black-flagged. He was again off the line at the restart and took it all the way. Lawrence Williams (Yam) finished second.

Kevin Bognuda (Kaw) held 1st position in the heat and also won the 100 Novice Main, first division, followed by Jim Beebe (Kaw).

The next scrambles will be held on June 3, and the first Saturday of the month, through October. Even more Northern California and Southern Oregon riders are expected to participate.

(Results on page 36)

SADDLEBACK PARK ANNOUNCES LADIES DAY

Starting this week each Wednesday at Saddleback Park will be known as "Ladies Day". A special admission price of only $2 will be charged, and a "Saddleback Lady" ID card will be furnished to each girl rider.

When asked why the special day, Jeff James, Saddleback Park Public Relations Director, told Cycle News, "Each Wednesday morning ten or so gals would come to the park in a group, their cars, trucks, or vans jammed with bikes. They told me that they were tired of bridge or housekeeping, and as the kids were in school why not hit the trails at Saddleback? I thought it was a good idea, and consequently worked out a plan that would let the ladies have their own special day with reduced admission prices. I think more women will ride Saddleback now that they know other girl riders will be here too – not to mention the boy riders coming up to watch the girl riders!"

Those women interested should come up to Saddleback Park each Wednesday. Remember, helmets and spark arresters are mandatory.

Hayward Track Season Opener

By Bill Spencer

HAYWARD, CALIF., May 6, 1972 — Opening the regular season at the Hayward Speedway was only slightly better than last years opener. This year the entire event was run, while last year the opener was rained out in the middle of the heats.

The 1972 season opener was a cold one and only drew 310 riders, but the crowd was on hand to wish the new season well. The racing was its usual exciting stuff and the hero for this year looks like Butch Davidson. The 16 year old ace is just tearing up the competition and won both the 250 and 500 Expert Mains in grand style. He beat Mark Asbill in the 500 and that is the second place man in the battle for the number one black plate and in the 250 race, he put back the number 1 rider, Jim Foley.

Bill Landsborough rode the Selby BSA to a decisive 10 lap victory over Bill Budde and Dennis Spence to keep his end of the black plate battle alive. Landsborough is one of the few riders that is an Expert in all forms of Sportsman races and his winning and also being a black plate rider is the kind of thing that keeps the sport alive and growing.

Bryan Dickinson is getting closer to a new motorcycle with every trophy and tonight's deed was a win in the 100 Novice class on a Sonny Kenyon Bultaco. Somehow, he got into a deal that makes him the recipient of a new motor when he turns Junior and that sort of initiative is just about all it takes to get the lead out and get with the program.

Byron Robeck continued his winning ways in the 200 Novice Main and with last night's second at Fremont, he should be getting ready to join the Juniors. Milt Hemilich may also be, as he won yet another 250 Novice Main event.

Bruce Hanlon did something unusual tonight in the 250 Junior Main, he finished with a win. Bruce is without a doubt one of the classiest riders around but likes the super slide thing a little too much and spends a lot of time on the ground taking soil samples. Even though the book says he only has 52 points, he is definitely Expert material.

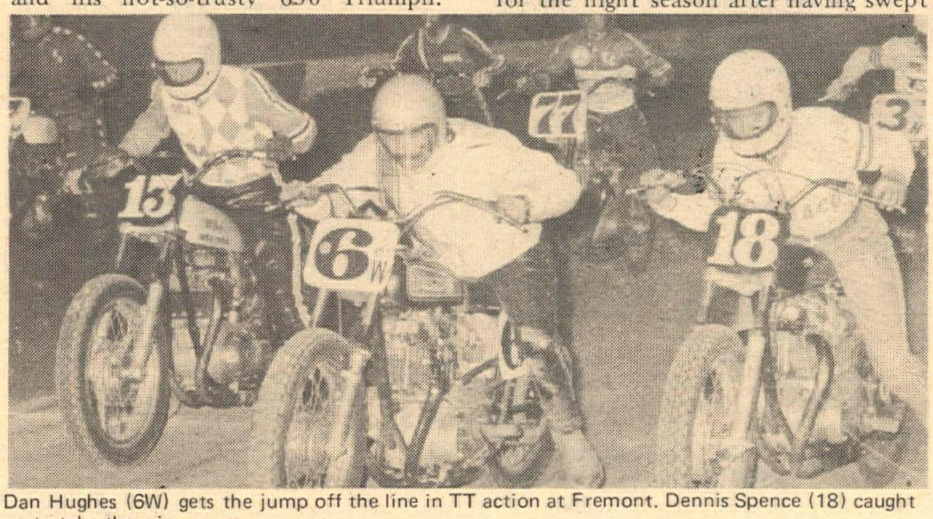
The fight for the high point trophies are also beginning to shape up even on the first night of action. In the 500 Junior Main, Dan Amico and Ernie Vick seem to be well in charge of that class and the only thing that might stop them from winning that class at the end of the year is that they might just have to become Experts.

(results on page 36)

Fremont Scrambles Spectacular

By Bill Spencer

FREMONT, CALIF., May 5, 1972 — Holding on for the entire 10 lap 650 Expert Main event was Dennis Spence and his not-so-trusty 650 Triumph. Dennis is definitely in contention for the District's number One plate and the high point trophy at Fremont, but has had trouble getting everything together for the night season after having swept the early portion of the season. The 17 year old high school student has minded his manners well and taken a number of lessons from father Duane, — enough so that he can beat him at will. He has applied himself in much the same way that John Gennai did the past year. The outcome is feet-up slides and a spectacular style.



Dan Hughes (6W) gets the jump off the line in TT action at Fremont. Dennis Spence (18) caught up to take the win.

For tonight's race, keeping Bill Landsborough at bay wasn't at all as difficult as it was holding on for the ten laps. Before the Main was to get under way some of the riders, including Dennis, had asked for a 20 lap Main. It was decided that that was too many laps. It was a good thing for after the race Dennis came up and said, "I couldn't hardly hang on the last two laps." the 1/3 mile TT track is fast and requires a lot of attention to circumnavigate and he had to find out the tough way.

Mark Asbill found the right combination in the 500 Expert Main and defeated his arch enemie, Mike Van Lienden. This battle is shaping up to be as good as the 250 Expert Main with just about every rider that rides the 250 class, riding this one.

Just to keep it in the family, Mark Asbill's older brother won the 500 Junior class over John Bonamarte who is the guy that usually wins. Lyin' Ernie Vick did the deed for third but had to tell some of his famous stories along the way. Ernie is becoming quite famous for having a story or two to tell once the race is over.

Vince Amaral is fast becoming the scourge of the 100 Novice class and won yet another one tonight over Mike Bettencourt and the youngest of the racing Davidsons, Mitch. Both Bettencourt and Davidson have the same number, 230, with only a letter making their plates different, but that is hard to tell from the scoring tower, so the size of the rider is considered. Mitch is easily one of the smallest in size that has come along, but he certainly makes up for his diminuitiveness with super riding on his little Honda that flies pretty high, taking tips.

(Results on page 36)

Yikes! Would Ya Move Over, Fella!

By Bill Spencer

FREMONT, CAL., April 22, 1972 — A record 504 entries rode Fremont Raceway's second night scrambles and despite the increase of riders the event was still over before the 11 p.m. curfew and just about everybody was gone and the lights out before 11:30. That is the real record as the public officials crack down on the sport and are keeping it contained.

In succeeding weeks, it is hoped that the program will get even better organized and increased laps will be instituted. The three lap heats and four lap mains leave a little to be desired but because of the curfews in effect, it is deemed necessary. The previous evening at Vallejo Speedway, the races had to be stopped during the 500 Novice Main because of the impending hour of 11 p.m. and town officials were at the sight to make sure that the races were stopped on time. So much for bureaucracy.

Fighting tooth and nail for big plate 250 points put Ron Kole in the spotlight for this week, with an easy win over Rocky Malynn, who tried to overtake Kole on the last lap but couldn't get off the corners well enough to try and get a drive and so Kole had it pretty easy. Butch Davidson came off a so-so start and was challenging Malynn for the second place spot at the finish. The first three were ahead of the pack with Mike VanLienden kind of like in between the two packs in fourth spot over a faltering Mark Asbill.

The 500 Expert Main was all Van Lienden's with a terrific lead at the start only to just beat out Pat Hennen for second while Asbill held onto third over Gary Tonda. VanLienden is really putting on the pressure for that number one spot but his Selby Montesa is going to have to do double time to catch up to Davidson's point lead. While Butch isn't doing too well in the Bay Area races, he is still the King in the Valley.

Bill Landsborough returned to the victory circle tonight showing that his Selby BSA and sore leg are ready to do battle for the rest of the season. Bill broke a leg very badly towards the end of last season and was sidelined for some five months. He came back slowly but is now in fine form and won by a wide three second margin over Bill Budde who will start professional racing soon with a vacation and pro start in Mexico. Bill is looking for sponsors and with his background, he will definitely be an exciting addition to that scene.

Summer's Coming So Redwood Closes

By Sue Bailey

EUREKA, CALIF., April 29, 1972 — Thirteen season trophies were awarded today as the first year of motocross at Redwood Acres came to a close. Rider participation was good; the scores were close.

Lonnie Foster, atop a 100 Honda and a 250 Husqvarna, raced his way to victory in both divisions. He took home the 2½ ft. trophies along with two first places for his efforts today.

David Jackson and his Maico won top brass in the 250 Novice class. His second place win today gave him a 150 point lead over Bob Freemantle.

Expert Brian Lee (Mai) was riding true to form today. He outraced all Amateur contenders to maintain his point standing for the 250 Expert brass. He was the only Expert riding in the 250 Am/Ex, but he was heavily challenged by Pat Richter (Suz) throughout the entire day. His 1900 overall score was the highest of the season.

Don Swanson (Hon) had a 31-point lead over Paul Allen (Hon) before today's competition, but Allen picked up a 1st place in the 100 Novice class. Allen won.

The 125Amateur award went to Jim Johnson and he's missed the last two races. His four firsts at the beginning of the season were unsurpassed. Actually Jim Moffat (Sac) won today in his first race in the Amateur division. His points were transferred to the Novice class for his well-earned trophy.

Rich Pawlus's 1st place win today wasn't enough to pass Chuck Lockett's 1750 total points in the Open Novice competition. Lockett and Pawlus have been close rivals for some time. Lockett picked up a third and he still had a 150 point lead.

Pat Richter (Hus) challenged Jay Stradley (Hus) hard in the Open Am/Ex race. Stradley, just like Lee, had to beat all Amateurs to take home his season award. The top-notch Amateurs found out how difficult it is to beat a seasoned Expert. Richter won the season award in his class, and Stradley in his.

The Big Wheel Mini (12 and over) award went to Allen Demello (Yam); Lance Burgess (Yam) was top winner in the Big Wheel Minis (11 and under); Small Wheel Mini trophy went to Richard Hahn (Hon).

Sidewinders TT Record

By N. A. Williams

CLACKAMAS, ORE., Apr. 23, 1972 — A record turnout of 198 riders for today's scrambles by the Oregon Sidewinders saw 55 entries in the 250 class. One of the 250 riders, Lyle Van Cleve, went down in practice and was out for the day with injuries. Rick Bergquist did the same in the 250 Semi.

Rupert Dykstra (Bul) collected the two big wins in the 200 class, taking home both the Trophy Dash and A Main. Bill Oliver collected the trophies in the 250 class, taking a first in the Trophy Dash and A Main. The double win in the Open class went to Gerald Bergquist on a Triumph.

(Results on page 36)

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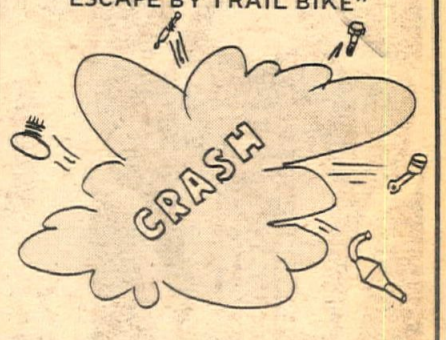


Words, pictures and diagrams worth their weight in gold. Bill Brokaw and Wiltz Wagner combine their talents to provide an introductory into the off-road world. Should be mandatory reading for all beginner cyclists and recommend reading for even expert riders. Limited edition $3.00. Cycle News Products, P.O. Box 498 Dept. CNP, Long Beach, Ca. 90801.

SELLERS EVENS SCORE

By Jeff Coker

PHOENIX, ARIZ., April 12, 1972 — Wednesday night, April 12, was the third race of the current summer season at Manzanita and for the third time a different rider won the Open Expert Main. Jon Sellers, Rick Kraft, and Butch Beard have now all taken turns at the winner's circle.

Butch Beard took the first race of the season, followed by Rick Kraft and it was Jon Sellers' turn Wednesday. Rick took the heat win by a narrow margin over Sellers with Tommy Halford some distance behind. Butch Beard is trying out a Norton in anticipation of his soon to be finished Super Norton and didn't fare too well in either race.

When the Open Expert Main started everyone was on their feet. Kraft jumped to an early lead and led slightly for about three laps when he bobbled and Sellers got around him. After that Jon was long gone. Rick and Jon are tied for the points lead, with Butch close behind.

In the 250 Expert races, Kraft fared a little better beating Tommy Halford in the Main. Byron Boaz finished third on his Ossa. Byron tries to fakeout everyone he passes and make them think the race is over by waving his checkered leathers.

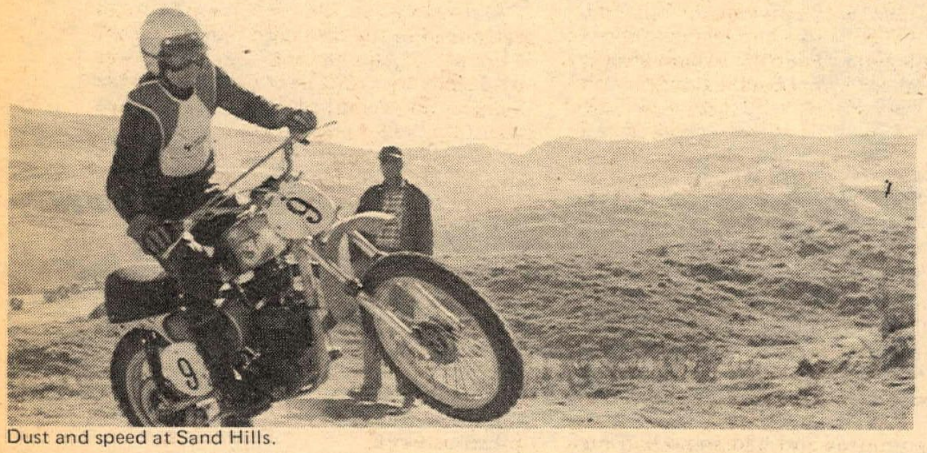
Mark Mitschele continued his dominance of the 125 Expert class, taking a second behind a renewed Cliff Allison in the heat, and first in the Main. Mark took the lead off the line and held it to the finish without any serious threat. Larry Barrington and Cliff Allison fought it out for second for the seven laps, Larry just barely edging Cliff.

Allen Watson snuck by the two contenders for first place in the Open Amateur class, Ken Hegland and Clive Frayling, and won the heat and Main by fairly comfortable margins. Clive took second in both races and Ken took third.

Somebody besides Dave Meeker finally won the 250 Amateur Main Event. After winning the heat, Dave had some sort of bike trouble and didn't race in the Main. Greg Wilkes worked his way to the front and stayed there for the win in the Main. Alan Cranson and Mike Selby took second and third respectively.

Manzy ran half-mile races after the regular TT program was over Wednesday night in preparation for planned half-mile nights later on this summer. The crowd really seemed to enjoy the fast-paced action. Rick Kraft made up for his loss in the Open Expert Main by taking a very close win over Jon Sellers.

In the 250 Expert race, Tom Halford held onto a slim lead over Jeff Coker for the entire ten laps with Cliff Allison coming in a distant third.



Dust and speed at Sand Hills.

An open letter from Bob Gill

May 11, 1972

To the spectators of the Rusty Bradley-Dennie Hardwick Memorial Motorcycle Races, Fort Worth, Texas:

I have just become aware of the advertising promoting my appearance at the Green Valley Raceway. This advertising is not in keeping with my personal policies as regards my representation to the public. I am not a stunt man affiliated with a carnival show. It is true that I performed the world's first canyon jump for a distance of 152 feet; the furthest anyone has ever jumped on a motorcycle. My jump at Green Valley would not be an attempt to better that performance.

I am not in competition with anyone. What I do is unique. Nor am I in competition with Evel Knievel. What Evel does is also unique and he must be admired as a pioneer in his field.

For these reasons I cannot condone the type of advertising that is being used to promote my appearance and will not perform for the public where competition is alluded to, but in fact does not exist.

I hope that each and every one of you will still enjoy the Rusty Bradley-Dennie Hardwick Memorial Races in my absence as they were my friends also.

Sincerely

Bob Gill

Cycle News Central

Lackey showed his speed at the Utah AMA MX.

Lackey Fastest

By Larry Knop
Photos by Terry Newfarmer

MANNING CANYON, UTAH, April 30, 1972 — Sunny skies and a cold wind greeted riders for the Utah version of the AMA Motocross Qualifying races. Site of the race was Manning Canyon Cycle Park, 50 miles southwest of Salt Lake City, and an estimated 3000 spectators made the drive to watch Utah's small band of professionals compete against some top out-of-state talent.

It was a sobering experience. Fastest rider of the day was Open class winner Brad Lackey — by a hair over fourth place finisher Gary Jones. During the first two motos Gary may have actually been going faster, but it didn't count much because Brad was cruising in front while Gary fouled a plug the first moto and then discovered a flat tire one minute before the start of the second. It took him two minutes to switch tires.

In the third moto there were no problems though, and the result was the best race of the day. Brad captured the lead, Gary took over second, and they went at it. Brad would open up 30 feet one lap and the next lap Gary would cut it to three. After over 30 minutes of racing, Brad was five feet faster than Gary.

Third and fourth in the class went to Jim West and Gary Chaplin, who had a good duel every moto. Gary always won the start, but after 15 or 20 minutes of pushing Jim would pass, open a small lead, and hold it. Top local rider was Bob Brown in fifth place.

The fastest and flashiest 250 class rider was Jim Weinert, who took fourth overall. Jim was doing everything but crossing up on the straights, and he might have done that. Jim won the second and third motos, but a first moto DNF put him down overall. Gunnar Lindstrom was the 250 winner, and his methodical, consistent riding was as impressive in its own way as Weinert's. True or not, it seemed that Gunnar was out to win, and everything else was irrelevant. Weinert was in the lead the last two motos but that didn't count because he was out of the running, and Gunnar wasn't allowing anyone who had a chance to stay close. Very impressive. Jim Wilson parlayed a cool head, good conditioning, and some last lap passing into a second overall, ahead of James Wicks of Colorado. Top local rider was Kerry Fowler, fifth overall.

Bits And Pieces: Quickest thinking award went to Jim Cook. On the line for the third moto it was noticed that there was a stream of something running out the bottom of Jim's bike. There was less than a minute before the start, so the referee ran over to Jim and asked, "What's that stuff?" "Gas" was Jim's answer. "You can't race that way. It's dangerous!" "Okay," Jim replied, "I'll turn the gas off." And did. The gas stopped running, the rubber band snapped, and Jim took off, managing to get the gas turned on again before the first corner. Once underway the leak (overflow?) stopped and Jim was seventh place money richer as a result.

Rich Thorwaldson, desert number two, tried his hand at motocross Sunday, and looked very, very good. A flat front tire in the second moto put him out of a possible top four finish.

The cool weather and a relatively short program led to three 30 minute motos in the pro classes. It didn't seem to bother the visitors, but the local riders were hurting. It was also a bit of a shock to spectators and riders to see Utah's favorites not only beaten, but trounced.

Earliest DNF of the race went to Tim Hart and Bruce Baron who totaled their bikes (and van) on the way to the track. The report is that they're okay. Worst DNF was Utah rider Dennis Packard. Dennis took fourth at the Seattle qualifying round, but Sunday he went down hard enough to break an eardrum. He still finished the moto before the pain sent him to the hospital. Incredible.

SASS DOUBLES

By Jim Bensberg

STRASBURG, COLO., April 16, 1972 — After a close race with Bill Ostaff in the 250 A class and a runaway win in the 125 A class, Bruce Sass left Sand Hills Motocross track a double winner. Sand Hills is an appropriate name for the track in Strasburg as many spectators were seen wearing goggles just to watch the race. The wind and dust left many with only partial vision after the race was over.

Finishing second behind his brother, Eugene Sass turned in a very respectable ride edging out Bruce Dunavin in the 125 A class.

After taking the lead in the first moto, Bruce Sass nearly ran away from the pack. The second moto saw Gary Myers give Sass a run for his money, but an improperly tuned Husky put Myers out of the running.

Mike Sparkman fairly flew in the 500 A class. Gary Myers gave his 250 Husky a ride in the 500 class just for fun and was the only real competition for Mr. Sparkman.

BISBEE MOTOCROSS

BISBEE, ARIZ., April 17, 1972 — Bisbee, Arizona is a genuine working Western mining town, complete with narrow, winding streets and old false front buildings. It also has a somewhat short-but-nevertheless-fine motocross course located in the infield of Bisbee Auto Sports Enterprise's quarter-mile oval. Said course has all the requirements of a good track, such as many tight turns, short rough straights, several uphills, as many downhills, a couple of neat jumps custom made for grandstanders, and, yes, TT fans, it even has a fast, smooth sweeper.

Legend has it that Sunday doesn't officially start until noon in South Arizona...therefore racing at the BASE track commenced at 1:00 with the mini-bikes. Randy Sossong once again dominated the gang in the mini ranks as he has done several times in recent months. After the mini-racers did their thing, the trail bike boys got their chance. Due to the limited turnout of 100's, the Jr.'s and Sr.'s were combined as in the 250 and Open classes. L. Weiland worked his way to the top in the 100 Jr. class, with B. Cashman hard on his heels. In the Sr. go, D. Rhodes was proclaimed the victor with local fast guy, Sam Redman only a spoke width behind. Rhodes and Redman did an instant replay in the 125 Ex. class, finishing in the same order as before. Man-of-Steel Redman then went on to win not only the 250 Expert contest, but the Open Expert bash as well. All told, Redman rode 12 motos or a total of 60 laps. Brian Greenwood did the two class trick too, garnering a second in both the 250 Jr. and Open Jr. classes, (both on a 250).

A bunch of fine riders and a first rate track outweighed a minor pit racing problem to make Sunday a good day of racing.

John Evans (55) leads in the 126-350 Final at Sweeney on his speedy Yamaha.

TEXAS SCRAMBLES

By Rita Gunter
Photos by Tommy Gunter

SWEENEY, TEX., April 30, 1972 – The Sweeney Enduro Club sponsored a scrambles at their fine track, which is built on two levels, right on a tree-lined river bank.

Only one heat was held in the 0-100 class. Mark Shuman (Hon) and Mike Pugh (Yam) were neck and neck, dueling over first place for four laps until Mike fell allowing Mark to sew up first place. Bill Luder (Hon) placed second with Charley Crouso riding his Honda to third. The first heat in the 125 class was won by Yamaha mounted Wayne McCann, with Tommy Denning, riding a CZ, coming in second. Ed James finished third on his Yamaha. The second heat of the 125 class was won by Mike Calgin (Yam), taking the number one slot right off the start line and staying there all the way. Roger Ormesher (Hon) and Joe Kelley, also on a Honda, fought for the second place position. Roger zapped ahead to take it, leaving third to Joe.

The 126-350 class was restarted after a couple of accidents. Bob Gunter (Bul) injured his shoulder seriously in one of the mix-ups. After the race was restarted the second time, *all* the riders went down at the bottom of the hill coming out of the first turn. Another restart, and all went well with the one, two, and three finishers, William Lourance, Daniel Fairchild and Ed Quinney.

Tommy Denning zipped into first place on his CZ in the 351-Open class. He grabbed a big lead in the first lap and stayed way ahead to take the checkered flag. Lowell Moomaw tooled his Yammie in for second and Ted Meek (Hus) placed third. The 10-lap 100 final was easily won by Mark Shuman riding a Honda. Mike Pugh (Yam), Charley Crouso (Hon) and Bill Luder (Hon) finished in that order. Tommy Denning (CZ) took another commanding lead in the 125 final, finishing first. Yamaha-mounted Mike Calgin took second place, followed closely by another Yammie rider, Wayne McCann.

John Evans (Yam) gave Garlan Hinman (Hon) a bad time for five laps of the 126-350 class final but John goofed somewhere along the line and Garlan got a lead on him. William Lourance, riding a Honda, tried to sneak by John but didn't quite make it. William finished third.

When the 351-Open class group lined up I though I'd finally zonked out of my mind. Surely that was not a big, big Harley sitting on the starting line! The decibels, dirt and sun had not gotten to me. It was a big Harley! 1400cc's worth of Harley! The guy riding it, Billy Stockton, even managed to hold on to third place for a while. Meanwhile, Tommy Denning (CZ) was running in first place ahead of Carl Bynum (Duc). Lowell Moomaw (Yam) slipped by Carl on the seventh lap and cinched second place, leaving Carl to finish third.

Doom looms. Roger Ormesher gets a chunk of Tim Elkins in the small bike class at Angleton. James and Crouso in front.

Cyclists Support Building Fund

By Rita Gunter
Photos by Tommy & Rita Gunter

ANGLETON, TEX., April 29, 1972 – Scrambles, sponsored by the Angleton Motorcycle Club, were at the Danny Pelt Speedway in Angleton, Texas. Proceeds from these races, held in conjunction with the Angleton Spring Jubilee, are to go into a Civic Center building fund.

The two days of solid rain prior to race-day cut down the number of riders in attendance plus making the track a little cobby in places. Even with these minor problems, races were handled smoothly and efficiently by the sponsors.

The 0-125 class was the only one with enough riders to make up two heats. The first heat, after many spin-outs and bashings in the turns, was won by Ed James (Yam). Ed was followed closely by Roger Ormesher (Hon) and Lindell Barham riding a Yamaha.

The second heat was won by Yamaha-mounted Wayne McCann. Craig McClain (Hon) took second with Tony Dafft, on his Kawasaki, laying claim to third place.

John Evans (Yam) got a good lead right at the start of the 126-250 class race and hung in there all the way. Bob Gunter (Bul) and Mike Denton (Kaw) both wanted second and rode hard for it. Mike slipped and Bob dived in to wrap up second. James Wise on a Suzuki, finished up third.

Carl Bynum (Duc) and Les Fortenberry (Hon) had a near head-on crash (hard to do when you're both supposed to be heading in the same direction) in the first turn of the 251-500 class and both went down hard. After prying the motorcycles apart, the race was restarted. Vic Martin, riding a big Husky zapped by the others to take a good lead, which he held comfortably all during the race. D.L. Kinsey (Suz) and Carl Bynum (Duc) wrestled over third place for five laps. Carl caught a hay bale and it dumped him but still managed to take third place.

All classes ran together in the eight lap trophy dash. Bob Gunter on his big Bultaco won this race with no sweat. The consolation race was won by Wayne McCann, riding a Yamaha 125.

Mud-o-cross

By Lyle Fergus

LAWRENCE, KANS., April 30, 1972 – The sun did not shine Sunday for the fourth Wheelsport motocross in '72 at Baldwin Motocross Park. The track was muddy; the kind of mud that might dry off and become tacky and rutted or become very slick, deep and slimy. The Wheelsports have had good luck with Mother Nature this year, but luck ran out and the track got worse. The smaller bikes were having the worst time getting around the track, front wheels locking up, sliding, and all the other problems caused by deep mud. The larger bikes got around better until it started raining and then nobody got around very well except Mike Krebs and his CZ. Charles Renshaw fell in the second moto of the Open Junior and dislocated his knee.

George Radeacker won the first 125 moto, Marvin Whitham the second and Ray Kohout won the third and the overall. George likes to win the first moto, so he won the first 250 Senior race also. Tony Martin dominated the second moto by leading from start to finish. George grabbed the lead again in the third moto and kept it until Keith Cobb took over for the win. Tony's chain came off in the third moto which left his second overall, Keith Cobb first. Mike Krebs completely dominated the Open Senior by winning all three motos. He lapped the entire field in the third moto. Two second places gave Nick Warren second overall and third overall. Jerry Cobb was always in the top four.

Mark Nellier won the last two motos in the 100 Junior for the overall victory, second place Alan Greer won the first moto. First place Dan Dowdy won two motos followed by Dan Gray with one win, for the 125 A Junior. 125 B division had three different winners, but Verle Vallier came out on top by winning the tie-breaking third moto.

The 250 Junior was also divided. Jimmy Barrett won the A division. Winning two motos gave Chuck Schleichen first place in the B division. James Barrett (head of the Barrett racing team) won the overall in the Open Junior by staying in the top three places. Second place James Self won the first two motos and had some bad luck in the third moto.

South Slingers

By George Rau, Jr.

HELOTES, TEX., April 23, 1972 – All of the mud and water nuts were back at the Family Circle Ranch for the monthly meeting of the mud-slingers of South Texas. As usual the weather was beautiful and the track a bit damp in places. An understatement. Rider attendance was down slightly from last month due mostly to the motocross in Lockhart, Texas, but spectator attendance wasn't. The 100 class had 26 riders signing up. A Honda-Yamaha benefit would be a more appropriate description. After the dust settled, it was Marion D. Inman that came out the victor.

Penton rider Ed Lavin and Honda-mounted Bennie Barker accounted for the action in the 125 class. Ed led most of the ten laps. Well, almost anyway. Seems as though Mr. Barker managed to get by Ed a few yards from the finish moving Ed back to second place.

For the first five or six laps it was a tossup in the hotly contested 175 class, with spills seeming to be the rule rather than the exception. Winner Henry Arnecky rode a fine race with a convincing lead at the finish. Henry was so far out front everyone thought that crash and burn rider Peanuts McCombs was in the lead. After placing second, McCombs was moved back to fourth place. Seems a fellow competitor protested Peanuts choice of silencers.

Wild man Sam Bennett jumped to an early lead in the 250 mud bath but after a couple of laps the lead was taken over by Husky rider William Clark. Likeable Sam lay in second place for several laps until for some unknown reason Clark and his Husky quit for the day. Always the crowd pleaser, Sam gave his familiar victory cry while taking the checkered flag. Sam and his Pur—sang beautifully all day. If you guessed Milton Wendrock, for the umpteenth time in the Open class, you're right. John Jernigan and his 360 Yamaha led for the first six laps giving Wendrock the best competition to date. Milton rode the same 360 Husky he used in the ISDT qualifying round in Missouri the previous week.

(Results on page 36)

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AMXT: GP CHALLENGER

Bryan Kenney.

SITTENDORF, AUSTRIA, April 23, 1972.

Dear AMXT Followers--

This is HotShoe from over Europe way to give you the latest rundown on AMXT progress. In the last two weeks the team, consisting of Mark Blackwell, Bryan Kenney, and Bob Grossi, hit the Austrian and Swiss Grands Prix. Bob and Mark are over with Husqvarna and will be joining Bryan "a la AMXT" in quite a few races during the coming months.

Mud was the name of the game at the 500 class opener in Austria. The track looked like the Austrian hills in "Sound of Music", with the grass all washed away. Despite the continuous rains and the lack of publicity, there still was a good crowd to watch Roger DeCoster rake in number one points.

By the time that practice was over, the promoters seemed to disappear. Instead of starting off the program with the support classes as indicated in the program, the first leg of the GP was run with a lot of riders still in the pits. Bryan managed to get the Maico out during the first lap but Mark and Bob were a little later. Bengt Aberg stationed himself on the starting line hoping for a restart. Someone motioned him to get going, and he did just that, ending up seventh.

And did the mud ever fly! Even the big names got a mouthful. I watched as Heiki Mikkola slid into a fence and lost his bike axle deep in the stuff. DeCoster and Willie Bauer were the only two riders to complete every lap.

Back in the USA camp, Blackwell went sailing down a steep hill, his bike right behind, after one of his brakes locked up. The spill bent the front forks and sidelined Mark for the day. With a good practice time, Grossi still had his troubles with the near impossible conditions but managed to finish the heat about halfway up through the pack. Bryan kept moving and with few complications finished 11th.

Time for the second heat and all riders were ready when the starting gate fell except Grossi. Neither he nor Rolf Tibblin could keep the Husky running, and neither could find the problem. When the other bikes took off up the hill, Bob was pushing his bike down. He spent the rest of the day spectating.

DeCoster handled the mud like the champ that he is, blazing the trail for the others. On the last lap he dropped the chain, put it back on, and still held onto his lead. My old man maneuvered through the sludge to a 14th place after crashing into a mechanic who jumped on the track to help a rider.

Results from the first 500 GP showed DeCoster holding onto his title with Willie Bauer in second. Our only finisher, Kenney came in 11th overall, one point behind the Russian, Efimov, and one point from a world point. He's getting closer.

PAZERNE, SWITZ., May 4, 1972

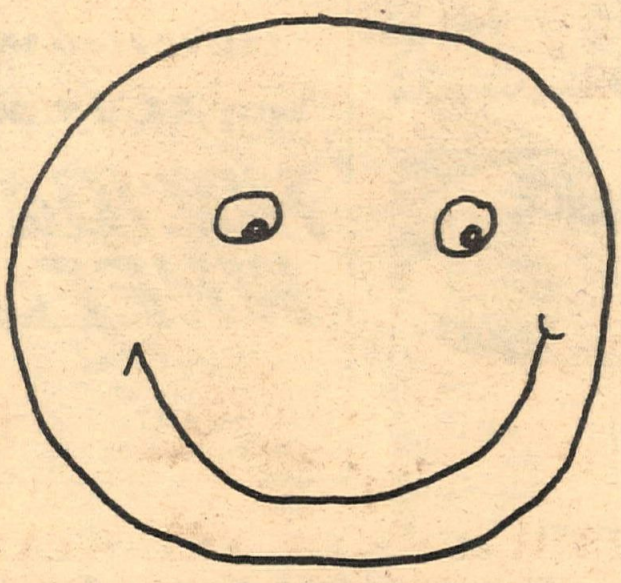
Springtime came to Europe about the time the AMXT started off for the Swiss GP. The race was a colorful affair with banners lining the track and mobs of people dotting the hillside. To keep in line with the changed weather, the colorful Finn, Heikki Mikkola raked in top honors ahead of Roger DeCoster.

In the first 45 minute leg 47 riders charged out of the starting gate and squeezed into the first corner. The corner had been watered down. Not only was it a tight squeeze but several riders slid out and initiated a spectacular pile-up. Through the pack Bengt Aberg emerged as leader though it wasn't long til Mikkola passed him by. DeCoster could manage no better than second pushing Aberg into third place.

Mark Blackwell and Bob Grossi had no problems getting going this week. Grossi took a couple of places up on Mark, but USA's number one held the throttle wide open and snatched 16th place away from Bob. With relatively few riders dropping out, they both had

Mark Blackwell.

HAPPINESS!



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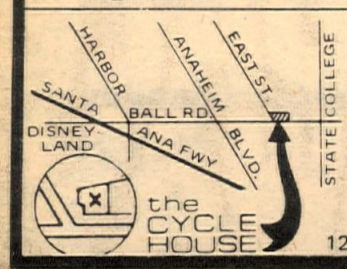

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Bob Grossi.

to move fast to hold their spots – 16th and 17th. Kenny was having throttle cable troubles after a tangle-up in a corner. His throttle wasn't closing all the way, and he was mid-way back into the pack by the end of the moto. For the second heat the top three spots read the same – Mikkola, DeCoster, and Aberg. Grossi came through with the best USA finish for 13th place. Blackwell again started out behind Bob and was steadily working up when his hand slipped off the handlebar on a rough downhill section. In the tumble he hurt his wrist and could only continue at a snail's pace for the rest of the race. Bryan, still feeling out his new machine, didn't really turn on the steam until the last half of the heat. He finished a presentable 19th place.

Overall scores were no surprise for one, two, and three. Mikkola couldn't be beaten. DeCoster's second place keeps him ahead in world points after two Grands Prix. Aberg finished third; Ake Jonsson is still holding back with fourth overall. Grossi brought home a 12th for the day which makes it look more and more like 1972 may be the year for some GP points for the US of A! Mark and Bryan were back about mid-way in the overalls, not having had a particularly lucky day.

The Italian GP has been cancelled for next week so we are all spreading out for international events to pick up on local color. Hope to have some real good results to tell you about in my next letter. For now this is HotShoe and the AMXT signing off.

FINISH HIGH SCHOOL AND LEARN ABOUT MOTORCYCLES

There's no doubt about it – motorcycles are here to stay. Why doesn't somebody show these kids how to ride?

At Dos Pueblos High School in Goleta, California, this is just what is being done. Motorcycle enthusiast and Industrial Arts teacher, Bill Poehler, has found a way to teach students about motorcycles.

In November of 1970 while visiting Honda of Goleta, a passing comment to the owner, Dougal House, about a class in motorcycles started the ball rolling. Five weeks later the result of this meeting was a course title "Motorcycle Safety, Theory, and Tune-Up." A course offering safety instruction, both on and off the road riding, including proper riding techniques and protective clothing. Instruction in the 4 stroke and 2 stroke internal combustion motorcycle engine, drive train, frame, and suspension systems. Maintenance, repair, and tune-up problems are completed on the students own unit. Study of consumer information as presented to the public by the manufacturers is also covered.

49 students signed up for the class. The class started without a class room, (they later shared the auto shop and drafting rooms) with a $30 budget, and one set of metric wrenches. The $30 was quickly spent so back to Honda of Goleta. He then donated tools, repair manuals, and engine charts. Some of the other manufacturers donated some repair manuals and the Honda tools seemed to fit a lot of motorcycles.

Needless to say the class was a success. The students learned how and why to be safe; maintenance was stressed because a well maintained motorcycle is fun to own; they understood the mechanics of their motorcycles. The semester closed with an evening of motorcycle films and a talk by AJS rider Doug Grant.

Today the students, both street and dirt riders plus their friends, have a home. They have become more aware of their role and rights as a motorcycle rider. Some are becoming skilled mechanics and competition riders. The community and the other local motorcycle dealers are beginning to follow the footsteps of Honda of Goleta and Dougal House by supporting the program.

What started out as a good idea has turned into a popular class on motorcycles.

49ER ENDURO

By Bruce C. Young

FOREST HILL, CALIF., April 16, 1972 – As usual the Polka Dot MC of Sacramento put together an excellant performance with their 9th Annual 49'er Enduro here at Forest Hill, Calif. There had been some question over the previous months as to where they would run this year's Enduro but during the last month they made arrangements to run it as usual.

This was my very first Enduro and I had borrowed a full race 400 Husky motocrosser as my mount for the event. I did make it to the gas check, where I recuperated awhile and then took on the second half, only to go about twenty miles before I could take no more. The bike was running fine. I was the one that was running out of steam.

At the start of the race everything looked fine with all the riders getting off to a comfortable first few miles. Then I and several others made the first mistake by following another dummy off the trail. We got back onto the trail again, late. The Polka Dots put up a sign that said "test your brakes", just like the ones on highways. We went down a steep hill that seemed headed to the middle of the earth. There was a slippery turn at the bottom which some of us made and some (me) didn't.

Got going again and ran into another little item that divided the pack up real good: the first water hole, about eight miles out. This is where I watched the race for a little bit while my bike dried out. I had to laugh at some of the goofy things that happen at such a place. The water was only about three feet deep and not over six feet across, but there was no way to jump it and with so many riders like myself with their bikes cluttering up things, the real enduro riders could only hope for the best when they made their crossing . Then up a muddy slope on the other side and on down the trail.

I finally did get started and settled down for a fun ride, enjoying the scenery, which is just fantastic in this part of the state. The trail was well marked all the way as we went up hill and dale heading for the first check which was located on a road. Into the check and out the other side we went. We made several creek crossings and did some hill climbing over shale hills that took skill. I thanked my lucky stars for the big 400. I could just point it and close my eyes and would find myself at the top.

Just before we all came into the gas check at Iowa Hill, the Polka Dots put in a tricky few miles of creek bed with sheer mountains on each side. We had to take to the boulders and ride in and out of the creek that ran down the middle of the valley. The first half of the 100 mi Enduro was a 24 mph average and the second half was a 20 mph average.

You enduro riders are really supermen. I don't care what they say about motocross.

After we left the gas check and headed out on the second half the going was not too bad, but the higher we went the more water and mud there was. I got caught on a hill that was only several hundred feet high, but the mud was really bad for us late riders and someone was stuck at the top of the hill. About a half an hour later I got on my way and into check five, backwards.

Leaving, I got stuck again after check five, and it was at this time that I made the decision to take leave of this foolishness before I ended up a permanent part of the Forest Hill scenery.

The rest of the track went on up into some snowy sections with many miles of riding in the snow and slosh. The riders really dug on this section but many got into trouble. Not having ridden on snow before, many stuck their heads in it.

Heading back toward the finish and into the final check, the course became very muddy. There was a river crossing just out from the finish line that left many riders on it's banks.

Everyone was sitting around talking about the race and enjoying themselves as the results were posted and the sun set.

(Results on page 36)

MORE Wins at Lodi

By Bill Spencer

LODI, CAL., May 7, 1972 – Becoming the big winner at the races today doesn't necessarily mean taking the checkered flag first. For Russ Sanford and the members of MORE, winning ways come from doing a very necessary job and having some reward come from a successful benefit race. Today's Archie Clark Memorial was one of those, with over 300 sportsman riders doing their thing for brass, and enough spectators to help MORE to a total of about $1800. This will help keep MORE alive for a few more months as the trials and tribulations of political life become more tedious. Russ Sanford is the political lobbyist for the motorcycling world at the Capitol in Sacramento and in the past has had to rely on benefit races and contributions to keep active. Such things as fighting the controversial mandatory helmet bill that is on the floor of the legislature keeps Russ more than busy. Motorcyclists won't help pay the way, then the sport will become a forgotten one as the legal apparatus is fast closing in on the right to ride.

The big racing battle of the day went to Alex Jorgenson with a well done win in the 250 Expert Main in front of Raymond Huff. The latter is referred to as the 41-year-old fast kid, and is making a mockery of the youth being hard to beat myth.

650 Expert competition was once again the scene of a huge protest. Bill Budde was ruled to cut the course in the heat, so his win in the Main was disallowed and he went home empty-handed, shaking his head in amazement. In trying to get around Bud Smith in the heat, he reportedly cut under some tire course markers. The decision to let him ride fell upon the referee. He heard the protest and told Budde it was all right to ride. After the event was over, the written protest came out and the decision of the Commissioner was that Budde was disqualified. The winner was Al Ludwigsen. Al had gotten a super start on his Selby BSA and only Budde found a way around him in the 10 lap feature.

(Results on page 36)

Mark Asbill (2V) had it all his way in the heat but couldn't get by Ray Huff in the 500 Expert Main.

Three of the three-hundred twenty-five riders that signed up show their style.

HANFORD NO CHAOS

By Sportphoto

HANFORD, CAL., May 5, 1972 – When over three hundred and twenty-five riders appear at a regular scrambles race, you would expect total chaos to be the order of the day. Not so at Hanford. The combined efforts of the Kings County M/C and the Hanford M/C were more than capable of handling this mass of humanity. Thirty-eight heat races and twenty-two main events were run off on a track good enough to be used for a national. The only track maintenance required was a short session with the drag between the heats and the mains.

Richard Delgado charged right out into the lead of the 125cc Junior Main, hotly pursued by Chuck Hufford, Howell Johnson, Craig Alexander and Ron Lessley. In the last turn of lap three, both Johnson and Lessley slipped past into second and third. Exiting the last turn, Delgado's engine called it quits, dropping him to a dismal last and letting Johnson in for the win.

Jack Jones picked up his first of five wins this weekend in the 250cc Expert Main tonight. Jack came off the start in second behind Kirby Shropshire, but in front of Ken Hale, Bruce Baesemann, Freeman Coulter and Terry Dixon. Jack got a wheel under Kirby entering the right hander of lap two, made his own hole and took over the lead. Once in front, it was all over but the shouting, as Jack smoked home the winner by a considerable margin.

(Results on page 36)

Showing some form on the inside line at Hanford TT, 200 Junior winner Jim McAleer.

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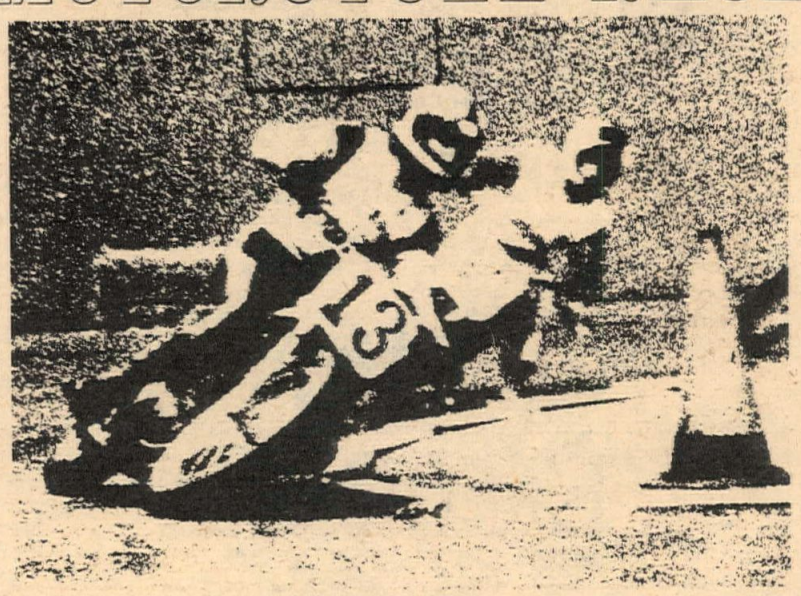

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Phil McDonald leads Gary Mikkelson in 250 Expert class at Salt Lake.

CMA MX

By Larry Knop
Photos by Gary Payne

SALT LAKE CITY, UTAH, March 22-23, 1972 – Problems, hassles, and some damn good racing were featured at the April 22-23 motocross co-sponsored by the Continental Motocross Association and the Desert Striders.

Saturday, the 22nd, was Novice, Minibike, and Powder-Puff day. The Powder-Puffers didn't show up, the Minibikers did, and the Novices overdid. There were Novices all over the place. Kick the top off any of the berms, and there'd be another Novice grinning up at you. The sheer numbers of Novices guaranteed some wild racing, and, in fact, scenes of the first corner couldn't be shown on TV because of the crackdown on excessive violence.

Actually it wasn't that bad, but there was some wild action. The number of riders also brought a number of problems, particularly in scoring. A couple of places on the course were wet, and the attraction between Novices and mud is irresistible. The first moto was particularly bad, and even with three sets of scorers, muddy number plates can't be read. Attrition was fierce all day. Open Novice rider Douglas Shelby was the only rider to sweep his class and he'll probably be rewarded with a promotion to go along with his trophy.

Sunday was for the Amateurs and Experts. It was quite a contrast. A number of riders headed for a money desert race, so the turnout was relatively small – but swift. Scoring was no problem, but the course was very chewed up from Saturday and dust became a problem.

Despite the problems, spectators were still treated to one of the best motocross rides of the season. Phil McDonald overcame a first moto crash to decisively beat Bob Brown and Gary Mikkelson in the 250 Expert class. Phil wasn't super smooth Sunday, but he was sure super swift.

Overall, it wasn't a bad two days of racing but it wasn't as good as has come to be expected, which happens once in a while. Problems are being worked out however, and the next race, May 28-29, which may feature a special "horse vs. cycle" drag race, should be a good one.

(Results on page 36)

Johnson Wows LVMC Crowd

By R. Miller

LAS VEGAS, NEV., May 7, 1972 – Jack Johnson attempted to defend his title of Nevada's top all around motorcycle racer today. Jack had just got his new 400 CZ Saturday. In practice he was really smoking around the course which, by the way, was in super shape with big berms in all the corners.

Jack said he thought the track was the best LVMC has perpared. Race promoter, Bobby Williams, told us that everyone could expect the same next week. After next week's race there won't be any more racing until we get lights up or cool weather returns.

Due to watering the 500 Am/Ex class was allowed a practice lap before starting their first race. Halfway around, Jack's bike quit running and would not start again.

Unfortunately, his not running the first heat knocked him out of any chance for first place for the day. But, not being a quitter he still came out for the remaining two races.

He gave the overflow grandstands a show of riding that will long be remembered. In the same class Jim Keeton (the Husky riding school teacher) out pointed Rick Miller (Mai) for first place gold.

John Marroquin made it two first places in two weeks. Doug Cotton almost did the trick on his Suzuki 400 but John's Bultaco stayed upright longest to win the 500 Novice race.

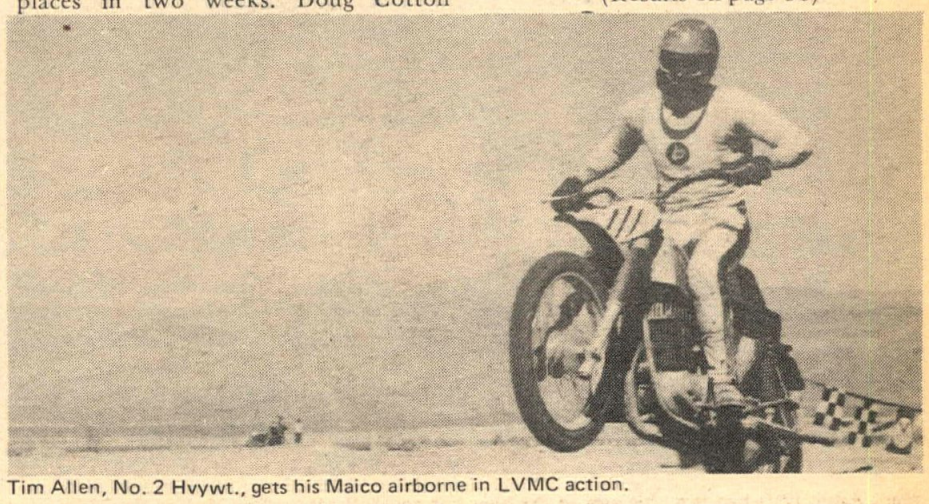
The largest Am/Ex race was in the 250 class. With the Experts being handicapped, it made for super hard racing. Kimmel rode his AJS almost off it's wheels but only gained a 4th overall. Gary Standridge (Yam) kept his bike in front for two out of three heats to win.

Yamahas were the bikes to beat in the 250 Novice class. Bill Dockery rode a beautiful race to win for the day. Only consistent competition was from George Wagner. Ray Charlesworth was fifth in each heat but ended up third for the day.

Daryl Mason and Scott Hardin had everyone in the stands screaming for one or the other. These two 125 Experts put on a hell of a race for first place. Going into the third heat they both had a first going for them. After switching the lead several times Scott came across the finish line first.

Scott Cannon on a Suzuki made it three in a row. This kid is only 11 years old but he really makes his little 100 scream. I think his big brother Randy has been helping him a little. Randy is temporarily a member of the white boot club, but watch out, when he gets that cast off his leg, he'll be winning again.

(Results on page 36)



Tim Allen, No. 2 Hvywt., gets his Maico airborne in LVMC action.

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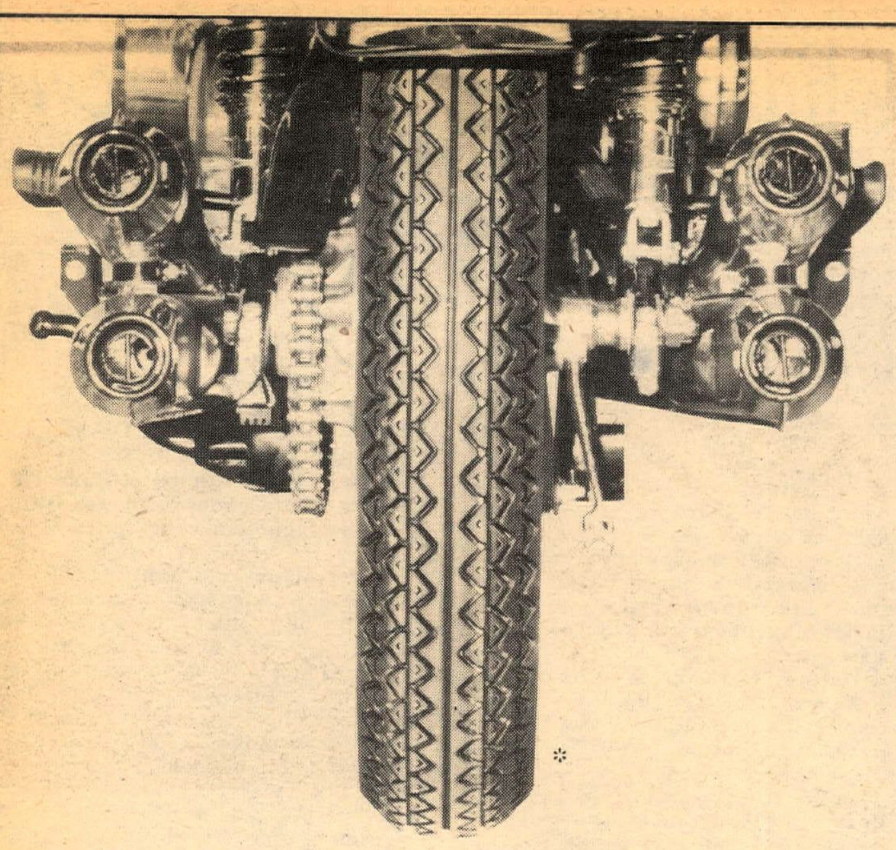

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POWDER PUFFS HOSTES!

Plagued with a tired engine, Rob Morrison could not hold off the fast riding Brian King.

By Ed Drechsler

PERRIS, CALIF., May 14, 1972 – The Powder Puffs' 5th Annual Mothers' Day Scrambles at Perris Raceway came off as a success for both PPers and riders. The girls, almost all of whom were sporting fresh orchid corsages for the occasion, worked hard and efficiently to give everyone lotsa riding time and a minimum of hassles. The girls were assisted by 15 to 20 hefty Dirt Diggers, who proved to be worth their weight in Gatorade.

The flags used were unique. They all had pretty lace borders. The starting flag was a work of art with a pair of lace bikini panties sewn on both sides. Like they said, "When they drop, you go." Diane Connolly did one of the best starting jobs I have seen in two years. There was absolutely no way to psych her out. Starts were clean.

Brian King gave Scott Smith a run for the money in the 125 Expert class. Scott took the first moto and Brian the second. Scott charged to the lead in the third with Brian hot on his heels. In the third lap, Jim Connolly lost a primary case while running fifth and laid it down in the north sweeper. Close following Jim Watson tried to miss him on the inside but didn't make it. The result was one of the worst endoes I have seen in a long time. Watson emerged with nothing more than some bruised ribs. The race was terminated on the next lap and Scott Smith had won it.

In the 100 Expert class, King was dicing it up with "Rubber legs" Milner.

Showing style acquired during recent motocross competition, Jim Connoly takes the Perris jump.

A most welcome part of the day was the impromptu water fights. Whassamatta you ~ Never see Charlie Soderstrom with his shirt off?

Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Nope.
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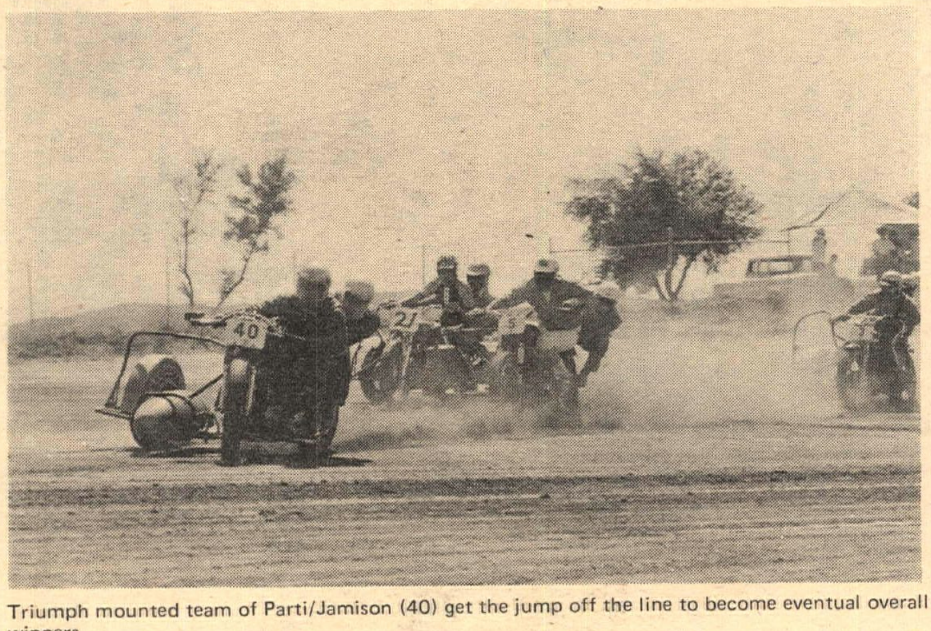


Triumph mounted team of Parti/Jamison (40) get the jump off the line to become eventual overall winners.

King tried hard, but Rick Milner ended up with an overall win. Rob Morrison, hero of Saturday night's TT finished fourth overall on a tired engine.

Unicorn Bultaco has been fielding a good team of riders lately, one of whom is Rex Hailey. Rex did in his 125 Amateur brohters to take an overall win.

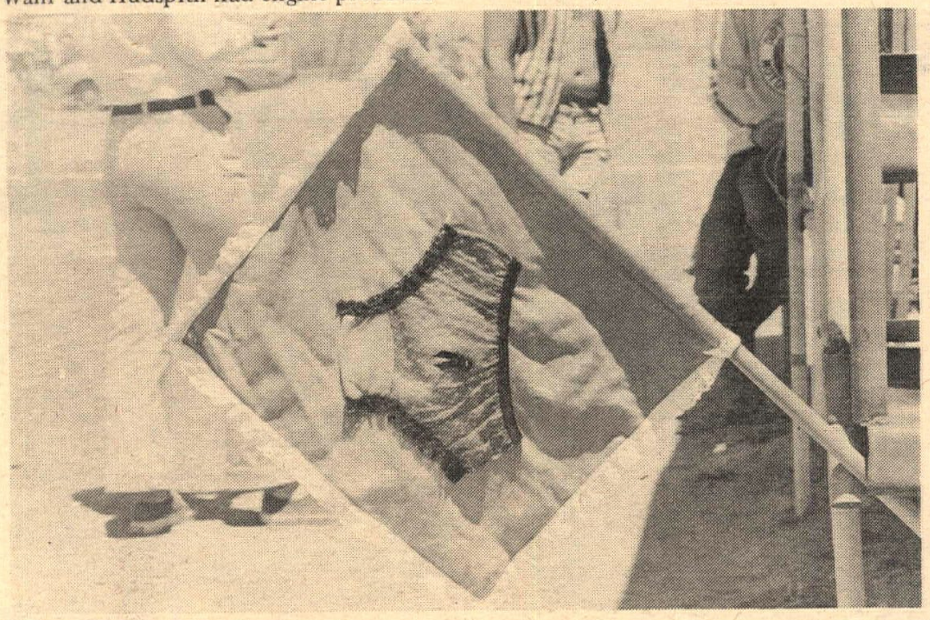
Watch Jim Wright in the future. Only an Amateur and he is the only one to give Charlie Soderstrom serious trouble in the 175-200 class. He also came back to take third 250 Amateur.

The Sidehack team of Parti/Jamison prevailed over all opposition. The average time of the hacks was only about three seconds slower than that of the Open Experts, and that's hauling! Wahl and Hudspith had engine problems and finsihed third behind Person and the point leading monkey from last year, Tom Darby. On a solo bike you turn left to go right. At speed, on a hack, you turn left, right, and straight ahead while applying constant body english.

Funny thing about today's scrambles. There was no Powder Puff class.

The Lightweights MC is throwing their anniversary race next Sunday at the Perris Raceway. Same times, etc. Big thing here is that they are giving away tons of prizes including helmets and other goodies just to celebrate their first year. Jerry Burton has changed the course slightly to make things interesting and there is plenty of seating for spectators.

(Results on page 36)



O.K. Fellas, when they drop, you go.

MINIS BIG AT ELSINORE

By Karen Oller

ELSINORE, CALIF., May 6, 1972 – The small riders in the Mini events have been giving fans more than their share of excitment and entertainment at Elsinore Raceway. These little guys ride their hearts out learning and perfecting the skills that will make them professionals in the future. Many of the kids who ride in the Mini classes also get out there on the track in the 100 Novice division and do very well.

This week it was Robert Murray (Hon) in the winners circle. David Oller (Hon) took home the second place trophy and Bobby Huffman (Yam) won third place honors in the Mini class.

There were only four girls in the Powder Puff event this week. Teri Tanner managed to hold off the challenge of Debbie Jones as they finished first and second respectively.

In the 100 Novice it was Z. Barrett (Hod) first, J. Gough (Yam) second, D. Butt (Hod) third and B. Cole (Kaw) fourth.

Dick Jenkins (Bul) and Don Wendt (Suz) finished one/two in the 200 Novice event.

K. Moss (Yam) was first in the 250 Novice class followed by B. Savage (Oss) second, M. Prescott (Yam) third, D. Nelson (Kaw) fourth, and M. Devereux (Bul) fifth.

The 500 Open Novice was a hotly contested race with B. Wootton (Hus) first and B. Goodwin (Tri) in second place.

It was Mark Upton (Kaw) out in front for the checkered flag in all three motos of the 100 Amateur and Expert. Scott Nicol (Suz) battled his way thru traffic to put the pressure on the leader. He couldn't quite pull it off and ended up in second place.

Mark Reichert (Yam) made a clean sweep of the 100 Amateur division. Charles Williams (Yam) took home the second place honors.

The 125 Expert riders had their stuff all together for a nice clean race. Roger Dobbins (Yam) first, Scott Smith (Yam) second and Bobbie Hill (Yam) was third.

Jimmy Stein (CZ) won the 500 Open Amateur and Expert, beating Robby MacEwen (Yam) by a dip stick.

Charlie Soderstrom (Bul) turned in another excellent performance winning the 250 Expert. Mark Porter (Yam) was second and Bobbie Butt (Yam) was third.

Charlie Soderstrom (Bul) did it again, winning the Special Expert (with Robby MacEwen (Yam) second; Jimmy Stein (CZ) third) and the Sweepstakes race to complete another great evening of racing.

(Results on page 36)

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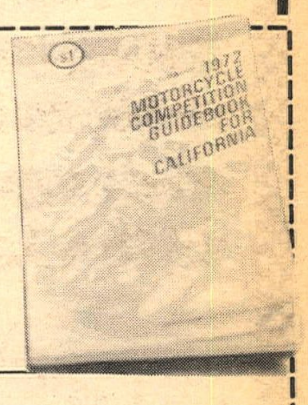

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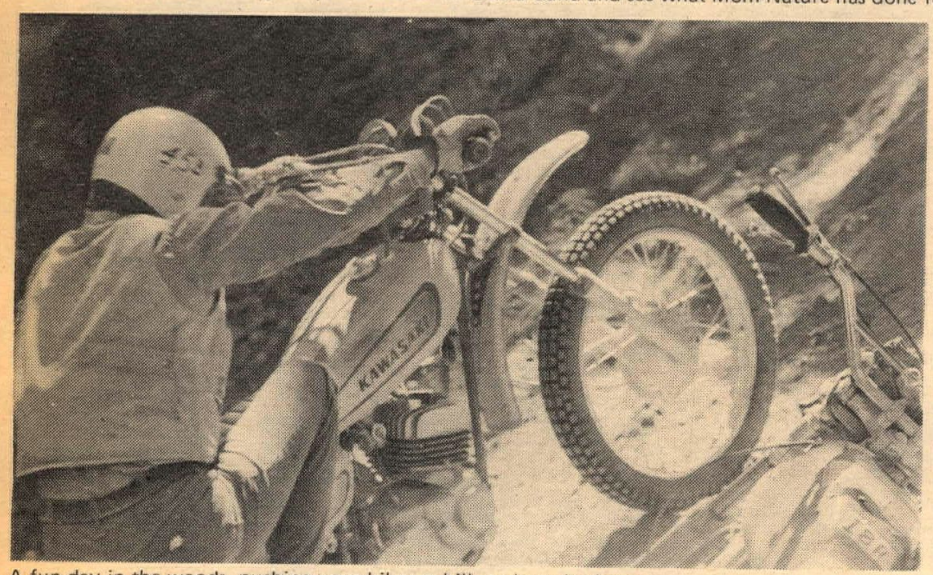

A fun day in the woods, pushing your bike up hills to keep in shape.

CERA FOOLS GOLD END

Somehow, in the middle of a northern pine wood stream, you don't mind running out of gas.

By Ron Schneiders
Photos by Ellen Schneiders

GEORGETOWN, CAL., May 13, 1972 – An enduro on Saturday! Well, why not? Sunday was Mother's Day which would guarantee that a certain number of riders would stay home and besides, there was another enduro not too far away already scheduled for Sunday. But even beyond that, with an enduro on Satruday, it would give the riders Sunday to get their bikes out if necessary, and they wouldn't have to miss work. Of course, it was a bit tough on Los Angeles riders driving 500 miles Friday night for an eight o'clock start Saturday morning...That seemed to be the reasoning behind the scheduling of the CERA North Fool's Gold Enduro on Saturday and it wasn't far off. They attracted some 560 entries. Not many were from Southern California, though.

Since driving all night before a run isn't my idea of fun, I'd have probably elected to skip this one too, except that someone in that CERA bunch had the bright idea to send down a couple of paid entries to Cycle News with a little note on the bottom that said, "Ron, are you ready to ride a REAL enduro?" Can a mouse resist cheese? I loaded up my wife and Matador and headed up incredibly dull Interstate 5. All the way to Georgetown. Got there at five a.m. Whoopee.

Warm up for this run was 8.4 miles of fireroad at 24 miles an hour and a first taste of Georgetown's famous red dust. They haven't had any rain for awhile so the dust was a fairly steady thing. It wasn't really that bad, though. We rearely had to slow down for it.

The first trail was a kind of trench about six feet wide and 10 feet deep with quite a lot of brush and small trees growing in it. Unfortunately, it was only 1.5 miles long but it was really a fun trail. You had to be a magician to get around anyone on it though, and the schedule – nine mph – was fast enough that you didn't want to find yourself stuck behind some klutz who was dragging both feet.

The rest of the morning section was fireroad, powerline road and fairly easy trail at 24 and – are you ready for this – 21 miles an hour. Weird schedule speeds are kind of fun when you're riding fireroads. Gives the club a chance to sort out the timekeepers, and the racers too.

The best section of the Fool's Gold Enduro came along right after the 15-minute gas stop. The club found an old railbed that had been used for logging some 30 to 50 years ago by the Michigan Railway Co. (I think!). The rails were gone and, in some places nothing but the bed was left. Other places, the ties were still just as they had been. But mostly there were intermittent ties jumbled at crazy angles and overgrown with brush. There were some good downed logs for jumping and lots of mud puddles to trap the unwary. In places where the railbed disappeared, there were neat narrow little trails through the timber with barely room for your handlebars. I can't remember off-hand many better enduro trails. And the schedules were just right too. You had to really move but they weren't impossible.

All good things end, and our trail did too. We went back to fireroads and easier trail for a long 54.0 mile section. There was just enough raunchy road and trail in this section to make the 24-mph schedule pretty difficult to keep. Near the end of it we finally got to the second gas check, a bit late for some riders. The gas truck guy wound up hauling gas to a couple of them who couldn't quite make 50 miles.

To wind things up, the club had found aneat bit of trail leading back to the camp. It crossed a creek, went up a neat sidehill game track, through some tight woods with fallenlogs and generally fun riding for the last stretch. Unhappily, a couple things conspired to wreck their plans. First, a bottleneck developed. I found myself in line with a couple of dozen bikes in front of me and nowhere to go. We were going up the sidehill game track, pretty narrow, with a steep drop-off. I figured there was some big log or steep climb ahead. Turned out there wasn't anything except a bunch of guys who couldn't ride. Apparently about halfway up the trail the begin
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Try to stuff your super-wide MX bars through this!

Ever get the feeling you're following Hansel and Gretel's breadcrumbs?

Wild Bill Isn't So Wild

By Mike Capalite

COSTA MESA, CALIF., May 12, 1972 – With a Scratch Main lineup that looked like a final in the US Championships, Bill Cody grabbed the lead from the pole position and held it the full four laps. His smoothness let you know right away that he wasn't going to make any mistakes. Sonny Nutter dropped in behind him and pushed all the way but had to settle for second. The only position changing was done by Mike Bast and Rick Woods as they had a battle for third place going that had the crowd on its feet, with Rick finally getting the edge at the finish line.

Larry Moon used his 20-yard handicap to its fullest to stay ahead of the pack in the Handicap Main for the win, but he was hard pressed as Rick Woods, who had trouble getting through the pack, moved up to second. Rick had moved up behind Ed Williams and had figured to move past on the inside, but Ed was riding the inside line like he was on a trolley line and after two laps of trying to rattle his cage so he would drift wide, Rick finally had to take to the outside. Third spot was Don Cullum, with Mike Caruso, Ed Williams and Steve Bast in that order.

A lot of interest was shown by the crowd in AMA ace Don Castro who charged out to win his Division II heat, but in the Main event, while Don was going well, Ron Stewart had taken the lead and was holding it like a Division One rider. Jim Castor was right on his rear wheel and the best Castro could do was third followed by Robert Waite, Dick Brewer and Dan Fishburn. Bill Cody remained unbeaten in match race competition with a win over Steve Bast.

(Results on page 36)

Shake the Hand That Helped Lee, Priddy

By Bob Davis

April 8, 1972 – Santa Fe National winner, Robert E. Lee and Team CZ rider, Wyman Priddy paid tribute to the men that put them on their winning machines. Don and Ken Smith. of Super Cycle in Arlington, Texas, were presented an engraved plaque by Lee and Priddy stating their appreciation.

The presentation was made during a motocross school conducted by Priddy.

Lee told the group "My racing career has progressed faster than I ever thought possible, because of the help I received from the Smith boys."

It was good to see successful racers show gratitude for the help they received along the way.

Life Begins At 30

Bryan Breker, 500 Expert winner.

By Elaine Jones
Photos by Buzz Baty

CORONA, CAL., April 27, 1972 – The over-thirty Big Bike class is fast becoming the largest and biggest crowd pleaser. Ken Conover, at forty, is the fastest and socked it to the "younger" guys as he showed them the way home. Even a spectacular crash in the final moto didn't slow him down. Buck Rich and Gerald Hoff were second and third. Ken is trying to promote an over forty class. Any takers?

Sandy Armstrong and Jeff Sexton did their thing in the Amateur/Expert moto and Sandy came out on top in that one. It was cat and mouse all the way. Tom Jarnagan was in there for a solid third. Rod Sexton kept the family name alive by winning the Novice Moto I. Randy Hoff had it in his hip pocket but fell in the final moto and just couldn't catch up. Randy in spite of his mistake had enough for second. Dean Mackelprang and Kent Wilson took home the gold in the Novice Moto III.

Shawn Huffman got his new Yamaha and himself working together and captured the 125 Novice class. Shawn who has been having one kind of problem or another was a popular winner. Jeff Bowles and his strong running Penton were second.

Tad Willis had no trouble winning the 250 Am/Ex class. Bob Greenstreet looked very good for a strong second place finish.

Pryor Campbell's Suzuki seems to do it in the 100 Am/Ex. class to the powerful little Greenies. Danny Tanner was second. Randy Monroe captured the 100 Novice I. Terry Stanart was second.

Mike DuBont showed he hasn't lost his touch as he won the 100-125 Am/Ex. Richard Sweaney who missed the first heat due to a flat tire started giving him some strong arguments by the third heat but didn't have enough points to top Vic Hensley and had to settle for third. Jim Wright is getting very close to changing his rating as he won the 175-200 class, and Frank Schnetz outrode a large class of 250 Novices for the win in that division.

Friday night racing starts May 12th. Gates open at 5 o'clock with mini-bike and mini-cycle entries closing at 6:30 and motorcycle entries closing at 7:30.

Blunt, Goade Top Trojan

By Art Loya

SOUTH GATE, CAL., May 4, 1972 – Rick Goade of Fullerton, and Jamey Blunt of Torrance, shared the winner's circle at Trojan Speedway after a sterling performance in winning the 250 TT and FT Main Events respectively on the fifth-mile clay oval tonight.

Self sponsored, Bultaco mounted, Goade pulling out all the stops made some sensational passing maneuvers while in the middle of traffic of a ten-rider field to come out as the leader at the end of the first lap. Jesse James (Bul), although having to chase Goade for the entire distance, gave a good account of himself in the process of holding second place with some smart defensive moves in turning back the challenges of Ron Byars (Oss) in the early laps, and Jamey Blunt (Oss), in the final two laps.

Three leaders exchanged the front spot in the 250 FT Main when James grabbed the first lap lead over Goade, Blunt, and Les Bomar Jr. In the second circuit, Goade looked like a sure bet to make it back-to-back wins as he passed Bomar for the lead, but before going into the third lap, Blunt, sponsored by Hockie's Racing Team, stunned the fans with a sudden burst of speed as he came from third to take the lead ahead of Goade and James. Still determined to regain the lead, Goade did not give up the chase, but instead tried to find a high passing groove as he skimmed the crash wall. Coming out of the north turn on the final lap, the inevitable happened, Goade hit the wall and as he lay by his overturned machine, was narrowly missed by the passing field of riders. Luckily, Goade came off the ground with only a bruised right elbow. Finishing second was Bomar, Jr.

Due to a change in the racing format by the track management, a total of eight mains were held. Prior to this change, all Junior riders competed together with the Senior riders in main event competition with the first Junior across the finish line as the winner in his class. Effective with tonight's events, separate Mains of TT racing were held in the 100 and 125 class separating the Junior riders from the Seniors. With the new change, it is expected that the field of Junior riders will increase in the near future.

In the Senior division, Bob Sanders (Kaw) proved the rider to beat by winning four of the eight Main Events including the 100 and 125 TT and FT features. Sanders' top challengers included Allen "Buckwheat" Swett (Hon) who finished second in the 100 TT; Robert Crecelius (Yam) second in 125 TT; Goade second in 100 FT; and Elbert Turner (Yam) second in the 125 FT Main.

Outstanding Junior performances were turned in by Dean Meyer (Hon) in winning over Steve Beu (Hon) in the 100 TT Main; Turner in posting his win over Wiley Miller (Kaw) in 125 TT competition, gave a sure indication that star status for this rider is just around the corner.

Another outstanding Junior rider, and one of the hardest to beat in effort, is "Big Rick" White who teamed up with Goade to win the Buddy Race over second place team of the Bomars, a father-son team. This event has the makings of one of the most exciting and crowd pleasing events and it might not be a bad idea to have more than just one in the evening's program.

In earlier action, a three rider crash in the 125 FT start involving Sanders, Miller, and Bob Behunin (Yam), brought a few anxious, and hair-raising seconds to spectators. Sanders, charging from behind, found an opening as they headed into turn one, but before he could complete his move, the opening closed resulting in several riders making contact, and Sanders, Miller, and Behunin hitting the dust. All three riders recovered from their spill and resumed action with Sanders coming off the ground to win the event.

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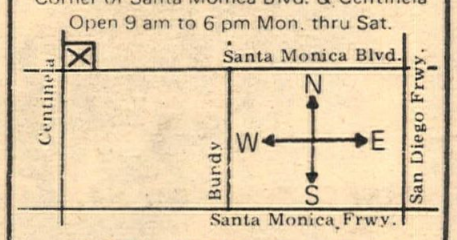

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DRA 35-Miler

By Mearl LaCrack

ADELANTO, CAL., April 30, 1972 — Loren Holmberg and his 400 Husky ran away from the other Novices and Beginners this weekend to take top honors in the DRA's desert race, 17 miles out of Adelanto. Holmberg took over the lead about halfway out after the leader, Jim Harwood on another 400 Husky, threw a chain. This was Holmberg's first overall win and watching him ride, I seriously doubt if this will be his last. He just kept the beans dialed on, hearing the sweet sound of success as he neared the checkered flag.

Loren was not the only one to have a first Sunday. DRA did too, in a different way, with every rider enjoying a beautiful day on a bitchin' course. The race consisted of one 35 mile loop, in order to prevent the super-fast lapping Novices from forcing some first time out beginners to eat a pucker plant salad. The new system, tried out for the first time by DRA (Desert Racing Association), seemed to work flawlessly, with each rider racing with riders and machines of their own caliber.

Following Holmberg in for first 250 Beginner was Daniel Pope aboard a super swift Pursang. Albert Hull (Yam), Creed Binkley (Yam), and Robert Wadlow (CZ) were the next riders to reach the home turn for the 2, 3, and 4th spot in the 400 Novices. They were followed by three more 250's, piloted by John Nesbitt (Bul), John Magarro, Jr. (Hus) who beat out John Magarro, Sr. by one position, and John Polujancewicz (Yam).

Glenn Bowman pulled off a Terry Clark trick on a smaller scale, riding in the wake of all those bigger desert sleds for 11th overall and first 100 Beginner, just ahead of Open class winner Phil Elery (BSA). Jeff Conners also put in a fine ride in the trail class taking second with 20th overall.

First 125 to reach the finisher pin area was John Pheitter (DKW) just ahead of Craig King (Yam). They were 15th and 16th overall.

First Beginner in was William Cameron mounted on a 400 Husky. The Beginner class started about 15 minutes after the Novices, which by the way started right on time, a rarity for the desert, saw Thomas Griggs on his never-been-raced new Yamaha 360 MX jump to an early lead and led the pack to the smoke bomb some three or four miles out over some rough desert. Tom just had not had enough riding hours in on his new toy to really get it all together completely, and had to settle for third overall and second 400. Ed Melanson on his 250 Montesa was one of the main reasons for Tom's drop back in places. He zapped him on a rocky fire road about halfway through the loop, and got home before Tom for second overall. Dave Hedding (Yam) followed Griggs in for second 250 Beginner.

Ted Le Sarge on a baby 125 Pursang was next to cover the 35 miles for an amazing fifth overall and a well earned first in the one and a quarter Beginners. The next finisher in this class did not come into view until about 12th place, which still isn't too shabby for a small bore 125, when Jim Watkins rolled across the finish line and grabbed up second spot, just two positions in front of the fast charging Ted Lind (Puc) who finished third.

(Results on page 36)

H.T. GETS SWIFT

David Swift, formerly Editor of Cycle News West, has joined the staff of Hi-Torque Publications, Inc.

Swift will be assisting in the editorial preparation of the house's three monthlies — "Dirt Bike" magazine, "Big Bike" magazine, and "Choppers" magazine.

According to Hi-Torque's Publisher, William R. Golden, "David's addition to the staff of the three magazines will not only continue the pattern of editorial excellence established in the past, but add new dimensions as well." These dimensions are about 5 feet 11 inches and 200 pounds. Swift, when asked about it said, "Did you say 'Hi-Torquey' or 'Hi, Turkey'?"

SRA Clears Its Pits

By Lou Whitney
Photos by Dale Coats

VICTORVILLE, CAL., May 7, 1972 — The first thing we noticed driving into the SRA pits was a mass of streamers trung out in each direction for about 200 yards and a sign which read "No Riding In The Circle". After some super sleuthing, we discovered that this was the newest (and perhaps the best way) to control the old nemesis, the wild and woolly pit racer. This system was simple; you drove into the circle, backed your rig up to the edge and unloaded. If you wanted to take a ride, you pushed the bike out to "No Man's Land" across the streamers. In the meantime the family could bask in the sunshine without fear of bodily harm. Funniest thing was that it really worked! SRA has been using this concept for about two months now and report no incidents or problems. The riders seem to appreciate a quiet pit and no one wants to violate it.

This inaugural Early Bird was held in a little-used area that has great potential and is still not too far from town. The course ran uphill from the start to a bomb about three miles out, sitting out in plain sight. SRA uses a large orange banner and always starts away from the sun so it can be seen like a beacon. This course was fast and about 21 miles in length.

Now it might seem that 42 miles is great for racing because of not having to stop for fuel in the middle. Right? So what does the leader do? You guessed it...he stops to take on gas! 15-year-old Bryan Breker slid his 400 Husky into the pits for a quick refueling job and the inevitable happened in a tight race, he was passed. But then the third and fourth place riders did the same thing! Things got sorted out okay on the second loop and Bryan came in for the win with the 250 Bul of Mike McElfresh right behind and Greg Seda's Yamaha pushing him to take second 250.

Ed Johns' 250 Yamaha took the honors in the Beginners class by coming in 26th overall. (The Beginners started four minutes after the Novices.) It doesn't appear that Ed will be long in the beginners' ranks after that ride. Dave Egger, Jr. took first Open beginner just four places back of Ed and seemed to be closing hard at the wire. Ken Winkle took top 175 honors of the day by pushing his Ossa into 19th position. The 125 first place gold fell to Fred Coppi's Sachs while 15-year-old Ronnie Bragdon brought his Yamaha in for the trail win, narrowly beating Dave Thompson's Hodaka to the line. Beginner trailbike honors went to Rick Zamora.

THE NATIONAL PAPERS

By Bob F. Read

Bart Markel's crash in the Colorado Springs Mile National at the end of April will put him out of action for all, or most, of the season. Bart will be in Memorial Hospital in Colorado Springs until at least mid-May. The report is he will then be on crutches for at least three months. It could spell finish to a long and colorful career in cycle racing as this was to be Bart's last season, according to Bart.

Entry blanks were sent out for a mile track non-national race at Livonia, Mich. earlier this year but now the event has been cancelled. This leaves the $5000 non-national mile at Atlanta on the Lakewood track the only major dirt track race running on Sunday, June 11th. Knievel also jumps at this one, and long time track conditioner, Harold Murrell from California has been hired to prepare the long time oval that is located next to downtown Atlanta. If the track is right and at its best, it could be a national in '73.

When Mark Brelsford was asked what the main reason was for his third national TT win at Ascot he replied simply, "900cc's."

Jim Rice's BSA mile victory at Colorado Springs was by a half a lap. Not typical of recent mile track wins in recent years which usually find at least two to five riders going into the last lap in contention. Jim lapped over half the field and, contrary to the official AMA bulletin, he did not gain a Main Event spot by coming through the semi — he won his heat race.

A wild scramble is going on for tickets to the May 21 National Mile at San Jose. Seems as though tickets are only available in the Bay area and the promoter's phone is either busy, or no one answers. 20,000 will be on hand for sure, and another 10,000 will come if they can find a ticket, or a place to stand.

The Louisville Half-Mile National the first Saturday night in June will again play to a packed house. The track will again host a non-national half mile the following afternoon.

Motorcyclists still are not anywhere near organized as shown once again by the cancellation of the Los Alamitos, Calif. National Half-Mile slated for May 27th. The horse owners didn't want to see this first time event nor did the local city council that stated they were worried that it would draw "the wrong type of people."

The wrong type of people did in fact show up at the annual Redding, Pa. annual Bill Huber Memorial Half-Mile in April. The bad boys burned up a street bike, walked out on the track while the races were running, beat up at least three people. The penalty? They were given an escort out of town! Small wonder the Reading City Council is trying to ban future cycle racing, as all of this took place in front of many officers of the law. Talladega police — help, help if there ever is another Reading event.

Promoters are getting the idea you do not have to have a "National" anymore to have a successful race. There's one in the mill now that will pay $11,000 for a non-national half mile in Iowa on the open weekend in August.

Joe Scalzo, the author of the Gary Nixon book, has a new one out on Bart Markel. Information in the June issue of "Cycle World" magazine. The book will be out in the near future.

Don Emde, one of the American riders who competed in Italy in April, came home with a suitcase full of Italian money that had to be changed to the good old American green. The promoters told Don they overpaid him, but that was okay. When Don switched to the American money — he found he had been shorted over one hundred racing bucks.

Junior riders to watch this year included: Iowa's Steve Droste, Virginia's Jim Houston and Texan, Jim Rawls. Droste rides Yamaha, Houston is on a Triumph and Rawls is on a BSA unless he joins the Oklahoma based K&N racing team of Yamaha's.

The new AMA racing radio network is building listeners by the thousands according to reports. The next ones slated nationwide are the San Jose mile and the Loudon road races. If you want your local station to carry the broadcasts, contact the station manager and tell him to contact the AMA — or better yet, do it yourself and make it easy for them to carry the races from start to finish.

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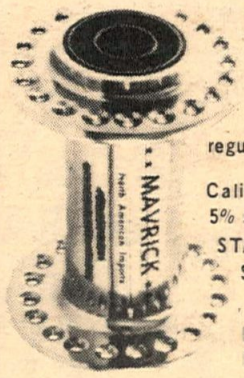

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SECOND BAJA BASH

300 OFF-ROAD RACE

Following the highly successful Hotel Lucerna 250, the second event of the Baja Championships and Baja Manufacturers Trophy Series will be the Ensenada 300 on August 26, 1972.

The start and finish will be at Santa Tomas, 28 miles south of Ensenada. The course is 73 miles in length and four laps will be run. More than half of the course is along or within sight of the ocean. The course is evenly divided between very rough and crooked sections, fast straight roads and sweeping fire roads. Gas will be furnished at Santa Tomas. Radio communications will be maintained between the start-finish and the check. See map below.

The entry fee will be $150 per vehicle. BRA membership required.

The purse will be 100% of the first $5000 received in entry fees less insurance costs of 50% of the entry fees, whichever is greater.

CLASSES WILL BE:

1. Production 4-wheel drive.
2. Single seat vehicles
3. Two-wheel vehicles.
4. Production sedans.
5. Two-wheel drive utility.
6. 125cc motorcycles.
7. 250cc motorcycles.
8. Open class motorcycles.

Vehicle inspection will be at the Hotel La Pinta in Ensenada beginning at 2:00 p.m. Friday, August 25th.

Drawing for starting positions will be August 5th at the Hotel La Pinta. This would be a good weekend for pre-running the course.

Tourist cards will be required by Mexican authorities.

There is an air strip and excellent camping area on the beach at La Bocana west of Santa Tomas.

Davidson Takes Smoothie

By James Brammer

VALLEJO, CAL., April 28, 1972 – Scrambles winner in the 250 Expert class, Butch Davidson (Oss) passed Dennis Robinson (Bul) on the inside of the bumpy corner entering the infield during the second lap of a 10-lap feature race at Vallejo Speedway. Robinson closely raced with Davidson throughout the feature event but never regained the lead. Larry Drew (Oss) was comfortable in third until about halfway when Ron Kole passed to take the third finishing position.

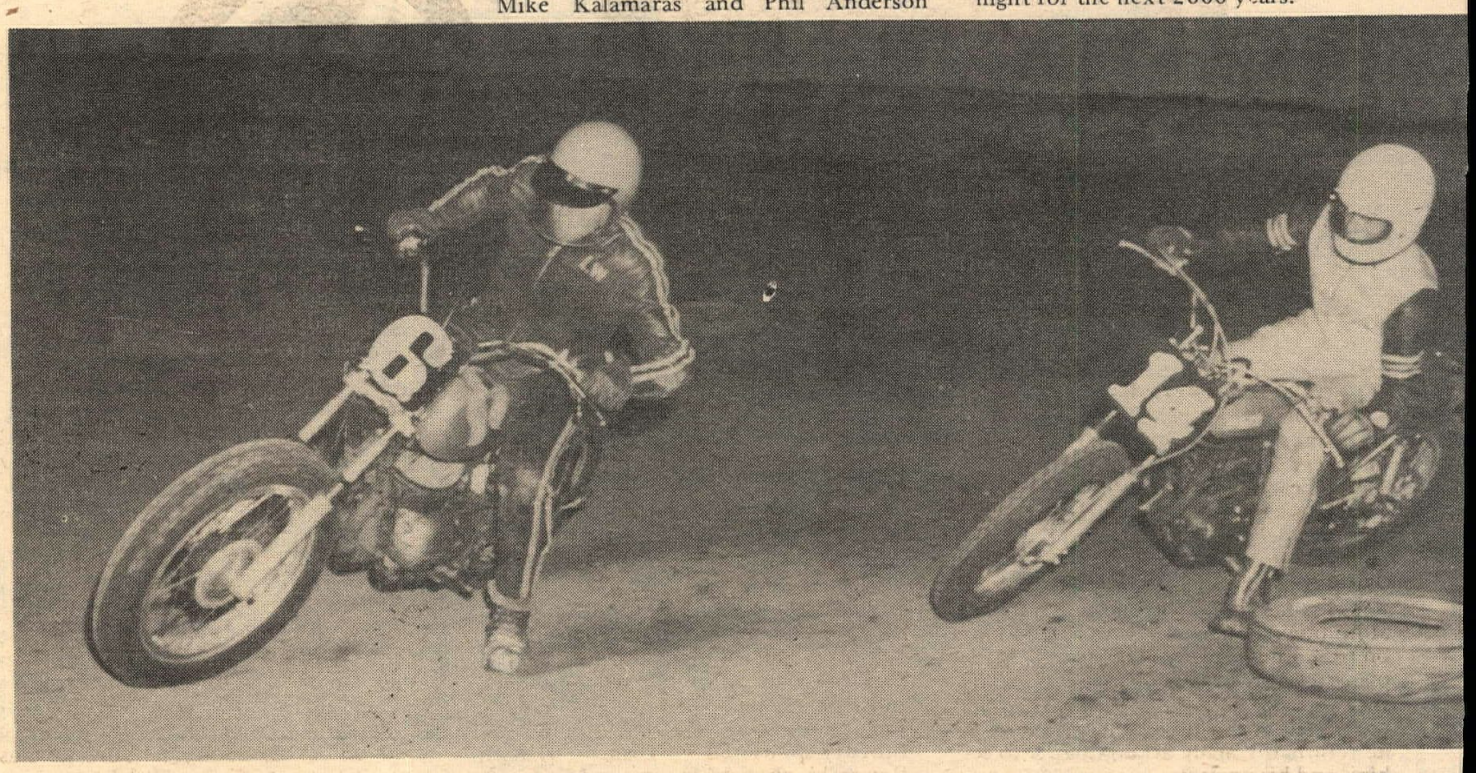
Finals in other classes were limited to four laps to successfully complete the evening program for about 370 riders before 11 o'clock curfew. Completed 45 minutes early, the program was successful contrasting to opening night's confusion of the previous week.

Jim Saitone (Tri) led from the first corner to win the 650 Expert class without breaking away from the pack. Mike Kalamaras and Phil Anderson finished respectable second and third places over a field of riders with longer experience in the Expert class.

Novice rider Bill Bisel twice scored with a first place win in 125 class and second spot to Fred Poli in the 250 class with James Nicely finishing third. Bob Hermesky finished third, as the previous week, in the 100 Novice class. Wade Boyd won that 100 class with Mike Faria in second.

George Keeran from the Oakland M.C. out on his big Harley was good enough for first place in the 650 Junior class over some of the finest British production motorcycles.

Bill Trumbull of the promoting club doesn't like to be quoted for facts, but with those officials around in a Napa County car and with a decibel meter in use on the grounds, it was comforting to overhear Trumbull tell Bob Hermesky that "...we will be racing every Friday night for the next 2000 years."



Oregon Shoes Stomp

BEND, ORE., April 23, 1972 – Deschutes Cycle Park, Central Oregon's newest C.M.C. track, held its second motocross of the season. The unique track has an underground sprinkler system which makes it free from dust and mud.

In last week's issue of Cycle News, there was a challenge from Central Oregon riders to other sections of the state, and outside the state, mostly to stir up a little fun, and testing of riding abilities. This challenge was met by a contingent of riders from the Valley who braved the hazard of the Santiam Pass, to take on the Central Oregon boys. The Central Oregon boys turned them back rather easily by winning eight out of the ten events. Keith Nerseth of the Valley eked out a victory over Doug Aiken in the Open Expert, but only in an all out effort. Races are televised.

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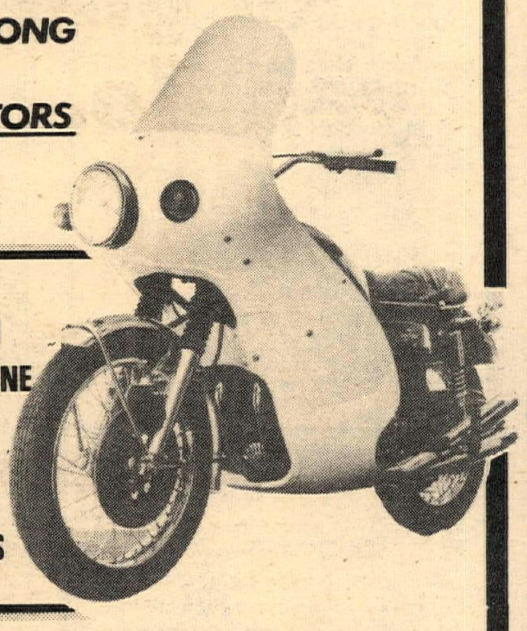

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Drew, Dring Double at Va

By James Brammer

VALLEJO, CAL., May 5, 1972 – Having recovered from a fall in a 650 scrambles heat at Vallejo, Harry Dring (Tri) had everything together for a spectacular ride to win the 650 Expert final by a wide margin over Jim Saitone (Tri) with Phil Anderson (BSA) in third. The five-lap race wasn't even close with the racer-sized Dring mastering the big Triumph across the jump and sliding into the following corner with quick shifts to charge as soon as he was into the sharp right turn. His fall-off occurred in the first lap of his heat race while in second spot to heat winner Phil Anderson and with Jim Saitone right behind. Dring dropped the Triumph killing the engine in the left bend coming out of the infield. He also picked up a 250 heat race and second in the 250 Expert final on his Bultaco.

Dairy farmer, Larry Drew had four wins in four races taking his heat lead from Dennis Robinson (Yam) in the 500 Expert class on a Bultaco. He later had to hang on to the lead in a dice with Bill Calicura (BSA). Ditto with Calicura in the final where it appeared that Calicura eventually would have passed.

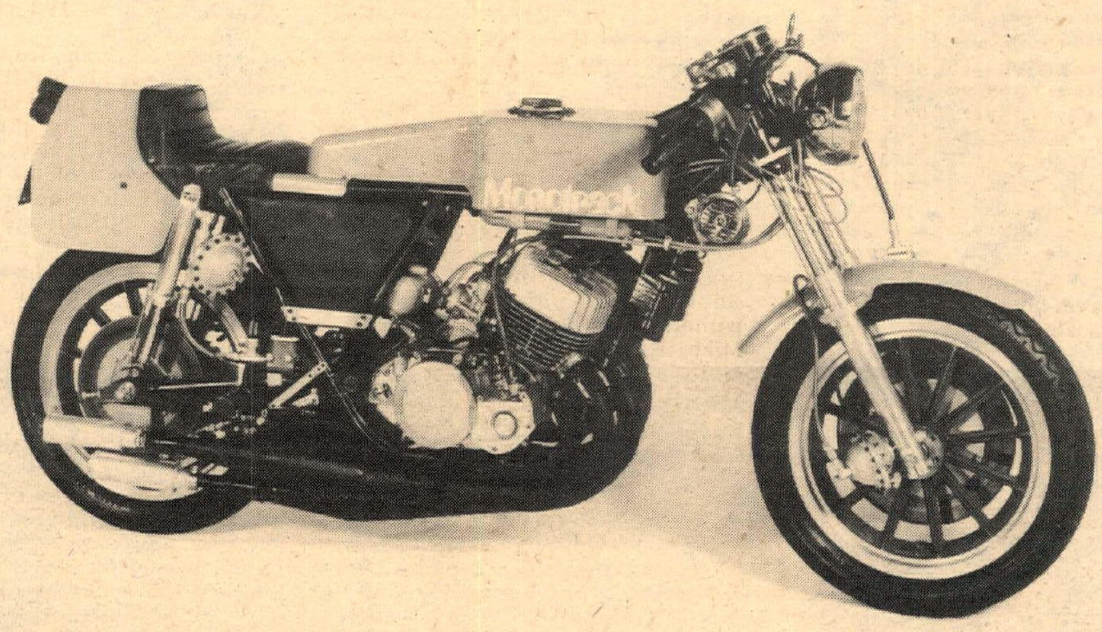
On an Ossa, Drew ran away with the 250 races with Dring (Bul) in second in the final and Allen Yarrow (Oss) taking third from Dennis Robinson (Bul).

Kelly McIsaac from Novato riding his first race as a Junior won the 125 Junior class.

Dave Dotson (Bul) made two consecutive wins in the 250 Junior class while Wess Cook (Oss) passed Duane Yarrow (Yam) for second.

Fans stayed on the damp cold 50 degrees night to watch the races that finished with Dring's 650 win at 10:15. All classes had five-lap finals.

MONOTRACK: Updating the Street Machine



The "treatment" to a Kawasaki Three; street legal.

By Art Friedman

Back in 1971 Cycle News ran a cover featuring a drawing by Dan Hannebrink of a very advanced-looking motorcycle. The caption read "Is this the motorcycle of the future?", and the article speculated that the machine might be a reality by 1985.

Recently, however, word drifted back to us that Dan Hannebrink and his Monotrack Engineering were working on something really far out. I made plans to go check it out. When I called, Dan was still at Road Atlanta where he took 14th in the Junior race. As soon as he returned I made arrangements to see him, and his projects.

Monotrack Engineering is located in a shop complex, surrounded by many housing complexes in Costa Mesa, California. The sign in the doorway said "Keep Out." I did, until Hannebrink invited me in. The first thing I saw as I entered the shop was a strange, boxy-looking car. The rear of the car sprouts three expansion chambers which connect to a Kawasaki 500 engine. Around the car are all sorts of motorcycle parts. On the wall hang road racing fairings, expansion chambers, various different swing arms, drawings, and two bicycles. Around the shop are magnesium wheels, crankshafts, cylinders, frames, machine tools, and two assistants.

Hannebrink escorted me into his office where the feeling of the man really comes through. Road racing screams at you from everywhere in pictures, drawings, photos and parts. Back in the corner is an engineering award he received for some bike project. A Laverda 750 engine sits next to the door and The Project (Hannebrink's version of street bike of the future) sits on and around a drawing board across the room. But I'll get to that later.

His reaction when I mentioned Road Atlanta was not of his own race but that of Cliff Carr. Carr had just fitted his Kawasaki 750 racer with twin Monotrack mag wheels and 12 inch disc brakes. "We've never put two 12 inch discs on a wheel before. I have one 12 inch disc on my Yamaha TR-2 and there are two 10 inch units on that H1-R, but they wanted the maximum."

The results were quite impressive. Carr ran right with the front runners, and was engaged in a dice with Gary Nixon for a long time. Even though the factory-sponsored Team Hansen Kawasaki that Nixon was riding was equipped with disc brakes, the Monotrack units shone. "They'd come down that long hill and into that turn at the bottom where all the racing fraternity were standing. Carr would pick up a couple of lengths on Nixon every lap." Carr had some problems. First in a gas stop, and he finally lost his crankshaft, but not before Hannebrink took several orders for brakes and wheels.

Af further testimony to the quality of his products, Hannebrink pulled a wheel off a bench and handed it to me. The wheel had been on "Courage of Australia", a three-wheeled rocket-powered dragster that had gone 311 mph and 5.107 seconds in the quarter. All three wheels were Monotrack items with Dan's brakes. The wheel I was holding had some scratches on the spokes. "That happened when it (the dragster) got sideways in a demonstration run in Australia. I guess one of the pucks got involved with the wheel." The builders of the machine are now building a world land speed record machine, which they expect to break the sound barrier. It will have Monotrack wheels.

The wheels are magnesium. Hannebrink really likes mag. "It's 40 percent lighter than aluminum and stronger. I've lots of experience casting it, and it machines beautifully. It's also easier to weld that aluminum."

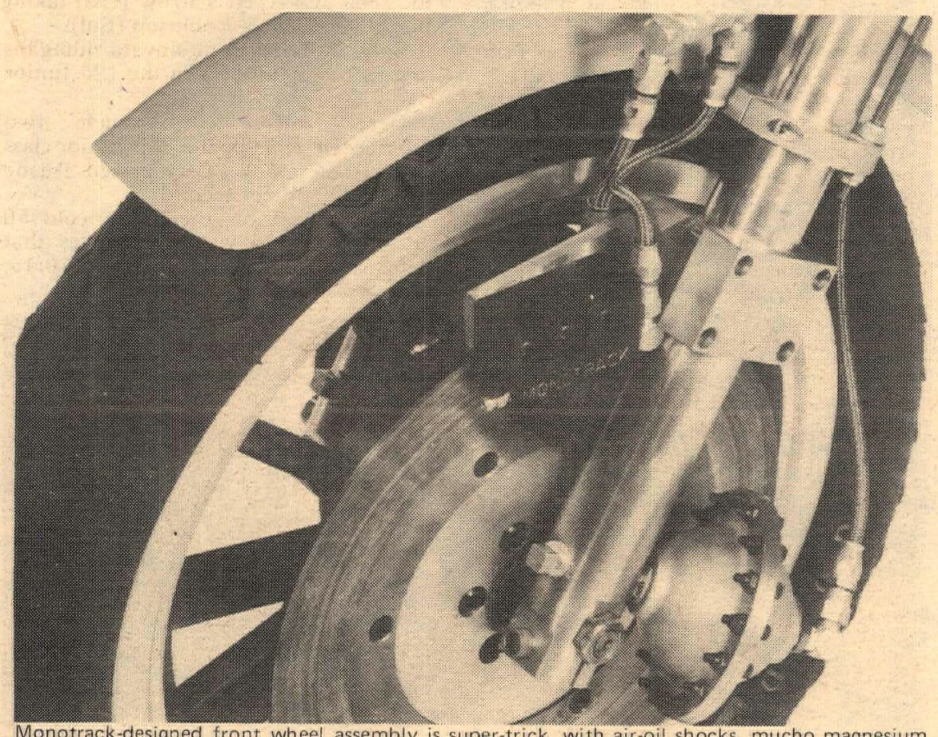
Hannebrink is an engineer. The business end of Monotrack bothers him some. He regrets being forced to run the business end of Monotrack. "I'm an engineer. I like working out in the shop or at the drawing board." The engineer has theories on the future of pavement-going motorcycles. "Racing bikes will evolve along the same lines as cars and street bikes will follow racing bikes." At the moment, cars are much faster around a road racing course than bikes. "It's amazing that bikes can get around as fast as they do, mostly because of their narrower track." Following automotive trends, Dan sees several general advances coming about in motorcycle design: lower center of gravity, better power to weight ratio, and a larger contact patch.

Along these lines, Hannebrink has several irons in the fire. His Yamaha TR2 sports sixteen inch wheels with very special Goodyear tires. With this modification, he has both lowered the machine and increased the contact patch. The tires are over four and a half inches wide. His praise and respect for Goodyear are very impressive. He consults them and receives a great deal of help from them. "If Suzuki had gone to the tire people and asked them to develop a tire and make recommendations they would ahve been better off at Daytona. Instead they developed 100 horsepower and when the tire came apart said, 'You've got a week to come up with something.' Nicholas can tell you how well it worked."

Another idea that Monotrack is playing with is belt drive. Honda 750s have had a lot of chain problems, so American Honda had Hannebrink put a belt on one.

There was a Kawasaki 750 in the shop when I was there to be fitted with the full complement of goodies. Contrary to rumor, the Monotrack air-oil suspension units are still available. They will go on the Kaw 750-3 along with wheels, fiberglass, and swing arm kit. The swing arm kit for the 500 Kaw fits right on, also.

So what will Dan Hannebrink's version of the great American motorcycle look like? Well, I can't tell you. Not yet. Hannebrink wants the first one finished and out running around before everyone and his kid brother knows how it looks and performs. It will be along soon and will be using all proven components – but it will be a Hannebrink original. It will be a road machine, with a companion racing version. It will be more "American" than any other project bike around. It will also be here before 1985, which is incredible enough in itself.



Monotrack-designed front wheel assembly is super-trick, with air-oil shocks, mucho magnesium and a 12" disc.

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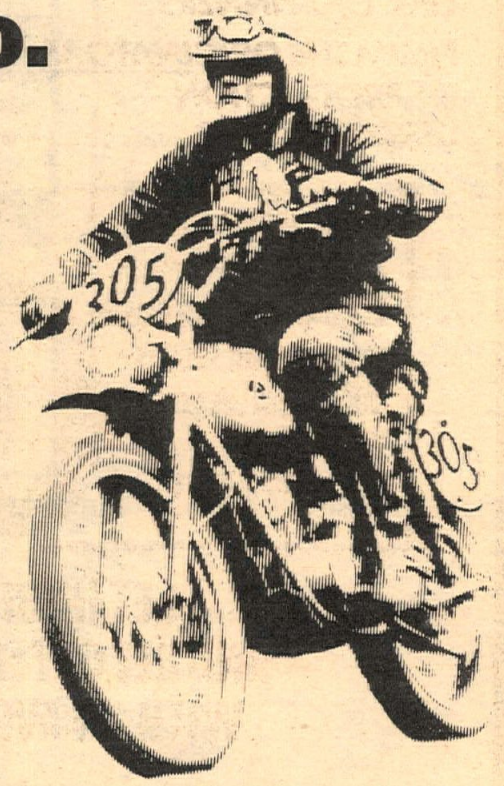

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Mike Laney first 125 Expert at H.R.A. 395 Half Mile, Adelanto, California, April 22, 1972.

Jack Hazard first 100 Intermediate/Expert at USMRC Motocross, El Toro, California, May 5, 1972.

CMC LIONS ONLY THE FANS ARE WILDER

Bill Payne doing a job at Lions.

By Buzz Baty

WILMINGTON, CALIF., May 12, 1972 — For the first time in weeks, if you read the results from tonight's action at Lions, you will not see Gary Nixon's name anywhere. Why? Because this young (just sixteen) star of tomorrow voluntarily signed in tonight as an Expert. It was no Walter Mitty story, no Hollywood script, Gary didn't come on like the Red Baron, or blow Snoopy's doghouse out of the air, but he didn't look too shaggy either. In fact, he looked mighty damn good. I had never met Gary face to face before, so after the races were over, I asked Gary (before I introduced myself), how it was to be out there with DeSoto, Hart, Payne, Pessy, etc., Gary said and I quote, "Wow! They are really fast!" Then I introduced myself and had a short talk with Gary and his father. With Gary's attitude, coupled with his father's support and encouragement, along with the way he rode tonight, I'll freely go out on a limb and predict that Gary will be back in the winner's circle as an Expert in a short, short period of time.

John DeSoto was back at the beach tonight, but lo and behold, John was riding the 250 and 500 classes aboard CZ's, not Suzukis. In talking to John in the pits, he wanted it clearly understood that he was only trying the CZ's and no commitments of any kind on John's part have been made.

Bill Payne, John DeSoto, and Dave Pessy picked up all the money in both the 250 and 500 Expert classes. Bill Payne was first overall in both classes on his Maicos, DeSoto was third in the 250 class and second in the 500 class. Dave Pessy was second in the 250 and third in the 500.

The 250 and 500 Expert classes were filled to overflowing with head to head racing, excitment, and happenings in every moto. David Pessy took his Ossa out in front in the first moto with a hole shot that was so good that nobody was about to catch him and he won it breezing. In the second round for the 250's, DeSoto took the lead, with Hart second and Payne third. That's the way it went right up to the half-way point of the last lap, when all of a sudden Payne got a drive on Hart and passed Tim, almost at the same instant, they both flew past a rapidly slowing John DeSoto whose CZ had suffered ignition ills. John was just able to salvage third behind Payne and Hart. In the second round for the 500's, Gary Nixon and Tim Hart tangled, going down together. Nixon was able to restart, but Tim was just barely able to walk and hobbled back to the pits. Tim was hurt badly enough that he changed into civies and went and had a talk with the Carson ambulance people and, of course, did no more riding for the night.

The last 500 Expert moto of the night was a real gas. Payne and DeSoto were side by side for three quarters of the first lap, with John finally getting the advantage over Bill. John held the lead and even stretched it some. That stretching plus John's own super strength and desire is all that saved him the last moto win.

Heading for the finish line, with a hundred yards to go, the spokes began pulling out of DeSoto's rim on the rear. The tire was flat and each time the wheel went around, more spokes came loose as John tried to get it to the finish line. But the CZ just couldn't make it on its own, the rim was no longer attached to the hub by even one spoke. With Bill Payne closing fast, DeSoto jumped off his now one-wheeled scooter and literally carried it across the finish line to take the checker just as Payne flew past. To say the crowd was hysterical would be like saying that water is wet.

(Results on page 36)

DeSoto on a new CZ...sort of. Check out the rear wheel.

Bruce Baron out-machined the 250 Experts.

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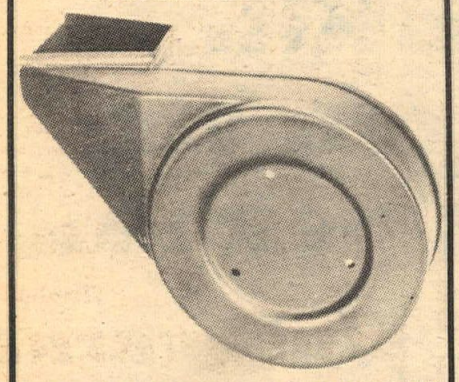

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Hrynkiswicz Under the Light

By Buzz Baty

CORONA, CAL., May 11, 1972 – Beautiful Corona Raceway, having switched from Saturday daytime racing to Thursday nighttime racing, was blessed with one of the prettiest, warm, comfortable nights of the year for their inaugural night time show. It was shirt sleeve weather all night long.

Not only did they change from daylight to nighttime, they changed the course considerably, adding two jumps to the infield portion, adding beautiful banking and radii to two existing turns and made some really neat changes to the hillside portion. Every rider I talked to had nothing but praise for the course and for the fine job that Ron Hatendorf did in preparing the track. There were some complaints of poor lighting in about four spots, so the owners of Corona Raceway got together with several of the riders and, as is their policy, will make whatever changes or additions that are recommended by the riders. In fact, some of the riders volunteered to come to the track Tuesday night to aid in getting the lighting just right.

Gaylon Mosier took to the Corona course for the first time tonight, making his debut a winning one. Gaylon took his Maico to first overall in the 250 Expert class, Ray Topham was second on his CZ, and David Boydstun took third on his new Yamaha.

John Hrynkiswicz returned to Corona after a couple of weeks absence. He made it a joyous return for himself by topping the 125 Expert field on his Bultaco. Ray Topham was second overall in this class, as he was in the 250 class, but this time was herding a DKW.

(Results on page 36)

Hard to believe Gunn went on to win his class.

Gaylon Mosier in his first visit to Corona.

Flying High With CRC

ELSINORE, CAL., May 7, 1972 – Beginners and Novices took advantage of warm weather and good track conditions today to thrash themselves and their machines around the modified Elsinore Raceway.

The motocross, one in a series for Beginners/Novices, was sponsored by the California Racing Club and was run efficiently giving everyone an opportunity to enjoy themselves.

The Oldtimers race was highlighted by a battle between Bill Brown (Hus), Franz Frommet (BSA) and Gary Schooley (Mai) with Brown taking the top spot overall.

Johanna Stenerson ran off with No. 1 in the Powder Puff class on her DKW. Christine Hopkins was second (Yam) and Kay Schuetze also on a DKW filled out the top three.

The Minis and Dune Cycles mixed it up together with Todd Peterson (Ind) getting first followed by Mike Gilmore and Mike Bolot. Dune Cycle Champ was A.C. Lanier and Bob Morse was second.

Robert Jones managed to keep ahead of the pack and take Open Novice honors on his Suzuki while Curt Cook (Hus) was first for the Open Beginners.

Out of the multitude in the 250 class came Don Stenerson on a CZ to grab first place. The action was fast and furious with bikes and bodies flying all over the place giving the flagmen quite a workout.

Puch mounted Dave Gunn showed them how to do it in the 125 class but almost blew it in the third moto with a front wheel-feet out straight-tight rope act.

In the 100 Beginner under 16 class Tracy Freeland and Gordon Tamm, both on Yamahas, were especially quick, winning their respective divisions easily.

CRC action moves to Rawhide Park on May 21 and beginning Sat., May 20 they will be hosting a weekly motocross at the newly opened Running Springs course.

(Results on page 36)

MX in the Dark?

By Buzz Baty

GARDENA, CALIF., May 10, 1972 – Motocross racing in the southland returned to normal tonight. Most of the top riders made it back from Idaho in good shape even though some of the machinery didn't. Tim Hart rode two classes tonight, which is not unusual as Tim usually does ride two classes, but tonight he rode the 125 Expert and 250 Expert instead of the 250 and 500.

In the 125 Expert class, Jeff Wright again demonstrated his clear cut supremacy of this class here at Ascot, winning first overall in a virtually uncontested manner. Jeff's Puch seems to have all the horsepower he needs any time he turns the tap. Tim Hart's little Maico was clearly down on horsepower, or it could be that Tim, at a hundred and seventy-five pounds, is just a little too heavy to be competitive on a 125. It was only Hart's skill and effort that earned him the second overall spot behind Jeff and ahead of Ken Zahrt's Bultaco.

Danny Hockie got off in practice and evidently did enough damage to his Ossa that all he could do was load up and forget about racing tonight. With Hockie and his Ossa out of action, Bruce Baron and Tim Hart battled it out for the 250 Expert honors. Tim won the first moto on his Maico over Baron's Yamaha and Pessy's Ossa. The rest of the night was a quite different story however, as Bruce Baron, who is loaded with talent and ability, got all the gears working just right, winning the next two motos in really great style. Hart, as in the 125 class, settled for second place overall.

Bob Hosford, who has been looking pretty good on the new Honda 250 XL, was another rider who bit the dust during practice, badly spraining his wrist, and although the Honda suffered no damage, Hosford's wrist was too sore to compete.

David Pessy won the 500 Expert class tonight, continuing his string of victories that he started last week. Tim Hart didn't ride the 500 class, his big Maico suffered a broken frame up in Idaho, and Tim hadn't had a chance to repair it as yet. Al Blain on his Kawasaki got second overall and his second payday in as many weeks. Bob Messer on the same CZ that he borrowed last week and won with, could do no better than third overall tonight.

(Results on page 36)

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Tim Hart, with a victory wheelie, first in 250 Expert class; unloaded hard in 500 moto.

Hart Tops at Corona

By Buzz Baty

CORONA, CAL., April 29, 1972 — A lot of new names were added to the Corona Raceway list of top motocrossers who've ridden this fine track. Marty Tripes and company checked in today, including Mike Tripes, and Wayne Boyer.

Marty and Mike didn't fare too well, but Boyer picked up a third in the 500 Expert class with his CZ behind Tim Hart and his Maico, and first place winner, Gary Griffing aboard his Maico.

I say that Marty didn't fare too well. Well now, that's not what you would call the living truth. Marty took fourth overall in the 250 Expert class, behind Tim Hart, Richard Eirstedt and Tim Lunde. I'm so used to seeing Marty, when he is on the bubble, zap a loaded Expert field, I forget that even someone as talented as Marty has to learn the course, and this was his first time at Corona. As with everyone else who has ridden here, I'm sure he will make it a habit.

Bruce Baron's string of hard luck continued, both his Penton (125) and his Yamaha (250) packed it in, so Bruce loaded up and split.

There was a different winner in each moto of the 125 Experts. Ken Zahrt picked up first overall, ahead of Ken Cook and Jim O'Neal. Ken Zahrt wasn't as sure in his riding as I have seen him. Says his new Bultaco doesn't feel right.

Tim Hart unloaded again today. He had a good lead in the first 500 Expert moto, but just as he gassed it coming onto the front straight, the rear end slid out and whipped into a big truck tire used as a course marker. Down went Hart sliding on his left elbow, shoulder and helmet, all of them receiving various degrees of scratches, bruises, and abrasions. The Maico didn't fare too well either.

(Results on page 36)

Start of the Expert 250 at (like the sign says) Corona. Lunde (478) leads; Hart won.

McFARLAND INVITATIONAL

The fourth annual McFarland Invitational Motorcycle Tour will be held this year June 17 and 18 in McFarland, California about 23 miles north of Bakersfield on Highway 99. The tour is held to raise funds for a scholarship honoring Check Mayes, McFarland Chief of Police, who has always supported bikes and efforts to improve the image. There are trophies and fun for many categories and all ages. Mail-in entry for the two-day event is $4 wirth a post climbing to a whopping $4.75. The fee shouldn't break anybody to have two days of fund and help a deserving student. Contact: McFarland Invitational, 6257 Willowcrest Avenue, No. Hollywood, Calif. 91606. McFarland welcomes motorcyclists!

AMXT CONTRIBUTORS

RALPH TOLLI JR., Orange, Calif.; RONALD T. ROSEBOROUGH, Dover, Del.; ROBERT PIROG, Richmond Hill, N.Y.; RICK SCHULER, Detroit, Mich.; GRANITE CITY HODAKA, Granite City, Ill.

Benefit MX

By Jim Zerby

FLORENCE, COLO., May 7, 1972 — Nearly 90 riders turned out Sunday at Fremont Raceway, Florence, Colo., for the Paul Montgomery benefit motocross here and nearly $300 was raised. Paul suffered serious injuries here some six weeks ago, and the good sportsmanship of bike riders all over came to light here Sunday.

The races were superb with all classes in close contention. It started out with the 125 Expert class and the first three finishers came across the line side by side, with Arlo Englund emerging the winner.

Before the final race could start, a hail and rain storm set in and the track turned into a deep mud hole. Then a mud race was put on and Jim Scott of Pueblo, Colorado came out the muddy victor.

(Results on page 36)

Learning Motocross with AMC

Beginners are showing good form on Saddleback's minor league course.

By Rich Hoffman

ORANGE, CALIF., May 13, 1972 — After a relatively small turnout last week at Carlsbad, American Motocross officals were jumping for joy today as over 140 racers turned out for the AMC Motocross at Saddleback Park. I asked Bob Hunter of the AMC why such a difference; he just shook his head, then said his race schedules got somewhat mixed-up last week and asked to be sure I let all the AMC riders know that their next race will be held at Carlsbad, Saturday, May 20.

It was super hot at Saddleback Park today with temperatures hitting the 90 degree mark, but it didn't slow the racing down; in fact, some of the beginners that started racing just a few weeks ago with the AMC are starting to look like vetrans.

Jeff Szueber (Hus) is a good example. Jeff has been racing with the AMC since their first race and has improved 100 per-cent. Jeff had to settle for a second today behind Carl Gazafy (Mai) but was in the lead several times during the motos. With a few more races under his kidney belt, Jeff's going to be a hard guy to beat.

Brad Roberts grabbed a win in the Mini Cycle Division. What made it really interesting was that Brad rode with the 100 cc Beginners and beat all but one or two on his very strong running Honda SL70.

Randy Schlot (Bul) and Mark Abrahams (Yam) fought it out all day in the 100cc Beginners Division II. Mark took the first moto easily, but Randy came back in the second moto for a win. It was a showdown in the third moto and it looked like Abrahams had it sewed up, but lost it after the jump and crashed to give Schlot the win. Mark managed to salvage a second overall. After the racing was over, Mark told me his shocks bottomed. Then he crashed, but said he was going to spend most of next week trying to talk his dad into a new set. (Good luck, Mark.)

Gary Huber swept to first in the 125 Novice Division. This class was one of the smallest of the day, but in each moto the top four riders spent most of the three motos never more than a few bike lengths apart for some of the best racing of the day.

A lot of the AMC riders have asked to give Saddleback's big track a try. So the next race will be run on the regular track that the ACA and the CMC use every Sunday. According to Saddleback Park's manager, Bruce Feaver, if all goes well May 27, the AMC will be racing the big track for the rest of the summer schedule.

(Results on page 36)

Short Track Battle in TRA Opener

By Janis Randall

JUNCTION CITY, OREGON May 7, 1972 — Quarter mile flat track for the Territorial Racing Association had a successful opening Sunday. Rain kept the track from packing and it was worse than Tulare.

While older brother, Bill Oliver, was recovering from a fractured leg, his younger brother, Rick Oliver, was upholding men's honor battling back and forth with two ladies in the 100 A Main. Diane Cox (Suz) led off with Rick right behind. About the third lap, they began their close order place swapping. Sue Kutz worked her way through the men into third and began closing on Rick and Diane. The three crossed the line in that order but the issue was in doubt until the last lap. Diane Cox also went on to take second in the 200 class with Mike Laux (Bul) first and John Sullivan (Bul) third. John Sullivan also won the 200 class Trophy Dash.

The 250 B Main saw Charles Andrews riding a new 250 Honda single jump out into the lead with Dale Demaris (Yam) passing him down the back straightaway to take first on the third lap. Dale is better known for his excellent racing ability in Motocross, but he is proving he can do very well in Short Track. Another rider slipped past Andrews, Curtis Dorn (Bul) a new rider to this track, to take second and Andrews was able to fend off Jack Heeter for third.

The 250 A Main was the race to watch with Lee Stumenhaus (Bul) jumping out to take the lead and Mike Bailey riding his new Yamaha pressuring him very hard from behind. Lee kept the lead with Mike settling for second. Russell Johnson (Bul) took third. Mike Bailey also won the 250 Trophy Dash.

In the Open class, Doug Hamblin on a 360 Yamaha led the whole race to take first. Charles Standeford was in second but the throttle cable on his new 650 BSA twin broke. Richard Schoonover (Tri) moved up to take second position with another rider new to Benton Lane, Ron Franks (Yam) taking third.

Timmy Finnley (Hon) and Chet Campbell (Hon) seem to be dominating the Mini Bike class again this year, with Timmy taking first, Chet Campbell second and Bruce Haphey (Yam) third. Chet won the Mini Bike Trophy Dash and also got second in the 125 C Main, on a borrowed Suzuki. A rider to look for in years to come.

(Results on page 36)

Woods Wins

BAKERSFIELD, CALIF., May 10, 1972 — Rick Woods was the big winner tonight at the Kern County Fairgrounds oval, picking up the bucks for both the Scratch Main and the Handicap Consy. In the Consy, Rick needed two laps to find the way around Don Castro, making his debut here in Bakersfield. Dan Becker took home the loot for the Handicap Main, followed by Sonny Nutter who just got past Mike Konle in the final turn.

Bill Cody came in first in the Scratch Consy, his best finish in a disappointing night. Paul Henderson showed the Second Division's Main Eventer's the quick way, Dan Becker led the Match Race from wire to wire ahead of Greg Haserot. Jeff Sexton and Ron Miller both earned First Division starts next week in the Bakersfield showdown.

ATTENTION: CYCLE NEWS CONTRIBUTORS!

The following is a list of names of contributors we owe money to. If your name appears below, please drop us a line with your address so we can send you some greenbacks!

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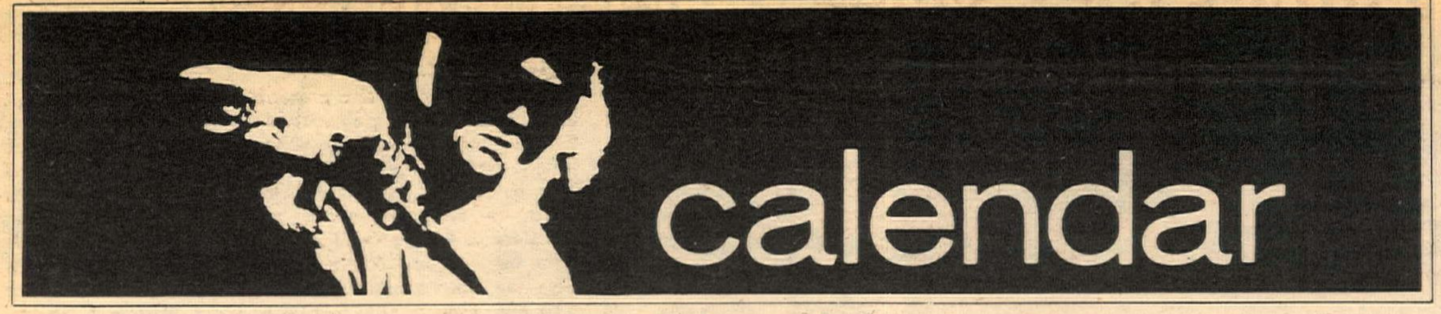


WEDNESDAY, MAY 17

CMC MOTOCROSS, Ascot, Gardena, CA. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

THURS. & FRI., MAY 18-19

CALIFORNIA RECREATIONAL TRAILS COMMITTEE PUBLIC HEARING. These people have a big say in what happens to California trails. They will also make some decisions about ORV parks. Suggestions are better than complaints. The meeting gets under way at 1:30 Thurs. and continues until everyone has spoken. It would be neat if some bike groups had some representatives there. There was a letter in last week's issue which had more info. Move it or lose it.

THURSDAY, MAY 18

CLASS A SPEEDWAY, Irwindale Spdwy. 8 pm. Near jct. of I-605 & Foothill fwy (210). $2.50. $1.50 Jrs.

MOTOCROSS, Corona Rcwy, Corona, Ca. Sign 4:30, prac. 5:30, race 7. Take Riverside fwy to Pierce or Magnolia. R on Magnolia to Buchanan. 714/735-1705.

FRIDAY, MAY 19

PRO INDOOR SHORT TRACK, Phoenix Coliseum, Phoenix, Ariz. $3000 purse. Challengers Cup Series. Race 8 pm.

CMC MOTOCROSS, Lions, Wilmington, CA. San Diego Fwy, at Alameda. Sign by 6:30, race 7:30. $5 post.

PRO TT, Sidewinder's Track E. of 82nd Dr. on Lawnfield Rd., near Clackamas, Ore. $1200 purse. 8 pm. 13706 S. Carus Rd., Oregon City, Ore. 97045. 503/659-1022.

SCRAMBLES, Fremont Rcwy, All classes. Sign 3:30, prac 5, race 6:30. $2.50 ride or watch. 415/322-1514.

SPEEDWAY Orange County Fairgrnds, 8:15 pm. Class A.

SCRAMBLES, Vallejo Spdwy, Vallejo, Ca. Sign 5, prac 5:30. $3 ride, $2 watch, $1 under 14 yrs, udner 8 free. DB meter on grounds (ssshh!). 707/644-0741.

USMRC MX, El Toro (Ca) Spdwy. Sign 5—7 pm. $5 post. Cash to Experts. Box 1027, Pomona, Ca. 91769. 714/985-3149.

SHORT TRACK, Merced Frgrnds, Merced, Ca. $2.50 ride or watch. Sign 5, prac 6:30, race 8pm. No women in pits. Male chauvinism! 408/296-7368.

TT, Corona Raceway. Sign 5, race 7. Sportsmen. Riverside fwy to Pierce or Magnolia off-ramp. Rt on Magnolia to Buchanan. 714/735-1705. Every Thurs.

PRO HALF MILE. Ascot Park, Gardena, Ca. Sign 6, qual 7, race 8 pm.

SATURDAY, MAY 20

TT & HALF MILE, HRA, Sign 5:30, prac 6:30, race 7:30. $2.50 ride. $1.50 gate. 395 Cycle Pk, Hwy 395, Adelanto, Ca.

SCRAMBLES, Yuba-Sutter MC. Triple M Spdwy, Marysville, Sign 4:30, prac 5:30, race 7pm. $2.50 ride or watch. 916/673-7767.

SCRAMBLES, Hayward Spdwy, Hayward, Ca. 3800 Depot Rd. All classes, C traction. $3 ride or watch.

SCRAMBLES, Sidewinders' track, E of SE 82nd Dr on Lawnfield Rd, near Clackamas, Ore. 7 pm. 13706 S. Carus Rd, Oregon City, Ore. 97045. 503/659-1022.

SPORTSMAN SHORT TRACK Cycleland Spdwy, 14 mi S of Chico, Cal on 99E & Gage Shippee Rd. Sign 6pm.

PRO SHORT TRACK, Fremont Rcwy, Fremont, Ca. Sign 5, prac 6, race 8pm. $3 watch. $.75 kids. 415/322-1514.

MOTOCROSS, AMC. Beg, Nov, & Jrs. Saddleback Pk. Sign 6:30, prac 8. Beg & Nov, $5 mail, $10 post. Jrs $10 mail, $15 post. $1 gate. 714/830-7646.

PRO SHORT TRACK, Fremont Racwy. Sign 5, prac 6:30, race 8. 415/322-1514, 408/438-3210.

MOTOCROSS, CRC. Running Springs Pk. All classes, Beg., PP, 3-wheel, —16, +35. $2 gate, $3 race. Sign 7, race 9:30. 714/688-1291, 213/830-7519.

MOTOCROSS, CRC. Running Springs, CA. Under 16, over 35, Mini, PP Special classes. $2 gate, $3 ride. 213/830-7519, 714/688-1291.

SPEEDWAY. Indio Fairgrounds, Indio, CA. 213/286-3637. 714/399-5488.

MOTOCROSS, Deadman's Pt., Apple Valley, CA. All classes, prac & sign close 8:40. Race 9. $2 membs. $2.50 others. $2 gate. 714/247-7473, days.

TT SCRAMBLES, Petaluma Frgrnds, Petaluma, Ca. Sign by 6 pm. Race 7:30. $2 ride or watch. 707/762-8581.

SAT. & SUN., MAY 20 & 21

ROAD RIDE to Santa Maria, CA. 350cc & up. Call 213/770-0603.

LEISURETECH U.S. CUP MOTOCROSS, Saddleback Pk, Irvine, Ca. $4000 purse for pros. Amateurs $7.50, pros $10. 2nd in series. Box 13369, Sacramento, CA. 95813. 916/922-8329.

EUROPEAN SCRAMBLES, Sand Sailors. 145th & AVe. J, Lancaster, Ca. Sign 8, race 10.

SUNDAY, MAY 21

GRAND PRIX ROAD RACE, F.M.I., Viale Tiziano 70, Imola, Italy, all solo classes. 1st race 10.

MOTOCROSS. Valley View, Columbus, Nbr. NMA pts.

ROAD RACE, ACA, Carlsbad Raceway, Carlsbad, Ca. All Jr. & Sr. GP classes plus prod. Sign 8:30, race noon. Mail $8, $1 eac. additional class. Post $15. 106 North Claudina, Suite 312, Anaheim, Ca. 92805. 714/774-3222.

SRA ENDURO. Big River Run, at Colo. River. 70 mi. $7. All classes. 714/735-4641, 213/320-1015.

FAMILY ENDURO by Fam End. Assn. Ocotillo Wells, Ca. 70 mi, 7 am. $6 mail, $8 post. 2 SASE, Box 1206, Torrance, Ca. 90505 213/375-2725.

SCRAMBLES, La Grange Rodeo Grnds, La Grange, Ca. $2 ride, watch. All classes. Sign 8, prac 9, race noon. 209/537-6206 after 5 pm.

SMALL BORE EN- URO NRVRA, under 200cc. 2 30 mi ... $6 mail, $7 post. Box 2241, Cypre... 90630. 8 am. Limed from 66 & Cent. Barstow exit. 5 mi E of Slash X ranch. 213/860-0990, 714/828-3790. Cancel

HARE SCRAMBLES. RAT. Beg & Nov. 2 25 mi loops. Girls & kids OK. Sign by 9:30, race 10. Post $5, mail $4. SASE to Box 811, Fontana, CA. 92335. Race off Hwy 395. 17 mi N of Adelanto, CA. 714/822-8922.

MOTOCROSS, Cal-Am raceway, Harbor Blvd (off I-80) W of Sacramento, CA. N to Hwy 16, left 3 mi. $5 ride, $2 watch, kids free. Sign 7:30, prac 9:30, race 11 am. 916/446-5059.

MOTOCROSS, AME, Carlsbad raceway, Carlsbad, CA. $5 mail, $10 post. Prac. 8, race 9. 926 W. 7th St. Upland, Calif. 91786. 714/982-7370.

MOTOCROSS Cloverfield Racetrack, Friendswood, Tex. Cloverfield airport. $2 gate, $3 ride. Sign 8, race noon. 713/482-7551.

MOTOCROSS, Arizona Desert Raceway (SW of Phoenix). Write 1408 E. Granada, Phoenix, Ariz. 247-3685. Race 9 am.

HARE SCRAMBLES. D-37 pts. 2 40 loops. Tr. Nov 1 loop. Limed from Calif. City golf course. 213/338-8989. Desert Foxes.

MOTOCROSS, Running Springs Pk. All classes. $2 gate, $3 race. Sign 6, prac 7, race 9 am. 714/849-6011, 714/849-8586.

MOTOCROSS, Deschutes Cycle Pk., 6 mi. No. of Bend, Ore. on 97. Race 11 am.

MOTOCROSS, CMC Utah, Powderkeg Rcwy. Box 15055, Salt Lake City, Utah 84115. 801/262-2489.

MOTOCROSS, Sod Busters, Charity. 4 Corners, Boron, CA. 714/461-7685.

MOTOCROSS, Osteen Bike Pk. Jrs & Ints: $5 mail, $10 post. Srs: $10 mail, $15 post. $500 purse. 610 Cherry St., Brea, CA. 92621. 714/529-3578. Sign 6:30, prac 8, race 9:30 am.

MOTOCROSS, Indian Dunes, $5 mail, $8 post. Prac 8, race 9 am. Box 174, Newhall, Ca. 91321.

MOTOCROSS, CMC North, $12,000 Carabela Series. Sign 7, race 9:30. Carnegie Cycle Park, Livermore, Ca. 1/4 E. on Telsa Rd. 415/846-3510.

PRO TT & HALF MILE. CMRE, South Bay Spdwy, San Diego, Ca. Sign 3 pm. Race 6. 714/469-6092.

MOTOCROSS, Dead Man's Pt. Prac 7, race 9. $2 gate, $2.50 race.

MOTOCROSS, CRC. Rawhide Pk. Elsinore. Beg & Nov. Spec classes -16, +35, PP, 3-wheel. $5. Sign 7, race 9:30am. 714/688-1291, 213/830-7519.

TRIALS, PNTA, Riggins, Idaho.

CMC MOTOCROSS, Corona Rcwy, Corona, Ca. $5 post.

SCRAMBLES, Happy Valley Racewy. So. of Redding on Bus. Loop 5, Right on Clear Creek Rd, Left on Cloverdale Rd. Sign 9. Prac 10:30, race 1. $2. 916/241-2002.

TUESDAY, MAY 23

PUBLIC DISCUSSION about whether or not Banzai Bike Park will remain open. It was ordered closed by the Anaheim City Council and the council is having a hearing. Do it.

WEDNESDAY, MAY 24

CMC MOTOCROSS, Ascot, Gardena, CA. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

TT, Corona rcwy, Riverside fwy to Magnolia or Pierce, Rt on Magnolia to Buchanan. 714/735-1705.

FRIDAY, MAY 26

CMC MOTOCROSS, Lions, Wilmington, Ca. San Diego Fwy at Alameda, sign by 6:30, race 7:30. $5

SATURDAY MAY 27

SCRAMBLES, Washoe Co., Frgrnds, Reno, Nev. $2 ride, $2.50 watch. Sign 8, prac 10, race 1. 702/972-1765.

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg., Reno, Nev. State championship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

MOTOCROSS, AMC. Saddleback Park, free class for entrants. Jrs, Nov, Beg. All eng size. Mail $5, post $10. Gate $1. Box 663, El Toro, Ca. 92630. 714/830-7646.

PRO INDOOR SHORT TRACK, Amarillo Civic Center Coliseum, Amarillo, Tex. $1200 purse. Qual. 5, race 8. 806/374-1142.

SCRAMBLES, Fremont Rcwy. All classes. $2.50 ride, watch. All classes. Sign 4, race 6:30. Kill buttons (and pit races, too). 415/322-1514.

SAT. & SUN., MAY 27 & 28

GREENHORN ENDURO! 500 Mile Championship Enduro. This is the biggest clam-bake on the National Enduro circuit. Said to be for the Average rider, but if you find "easy" enduros to be too tough, forget it. It happens at Tri-BSA on Hwy 66 in Duarte, Ca. D-37 pts. $12, $7 Sun. only. Entries close May 10. 817 Chehalem Rd., La Canada, Ca. 91011.

(Please turn to page 34)

ERRATA ADDENDA ETCETERA

Just about anybody who throws a worthwhile race has adopted a silencers-mandatory policy. Although these listings don't mention the fact, virtually all events in the Calendar are quiet ones.

Handy hint: "SASE" means "Self-addressed, stamped envelope". Use the legal size. You know, the big ones.

All items must be received in writing by noon on Thursday in order to be printed in the following week's Calendar.

AMA NATIONAL SCHEDULE

5/21	San Jose, Ca.	25 lap Mile
6/3	Louisville, Ky.	20 lap 1/2 mile
6/11	Louden, NH	100 mi RR
6/18	Indianapolis, Ind.	125 mi RR
6/25	Columbus, O.	20 lap 1/2 mile
7/2	San Jose, Ca.	20 lap 1/2 mile
7/9	Salem, Or.	20 lap 1/2 mile
7/15	Castle Rock, Wa.	25 lap TT
7/23	Monterey, Ca.	125 mi RR
7/29	New York, NY	20 lap 1/2 mile
8/5	Homewood, Ill.	25 lap Mile
8/10	Hinsdale, Ill.	Short Track
8/13	Peoria, Ill.	1/2 mile/TT
8/26	Indianapolis, Ind.	25 lap Mile
9/3	Talladega, Ala.	200 mi. RR
9/9	Arlington Hgts, Ill.	Mile
9/17	Nazareth, Pa.	25 lap Mile
9/23	Gardena, Ca.	1/2 Mile
10/1	Ontario, Ca.	250 mi RR

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st & 3rd SUNDAY

Deadman's Point, Apple Valley, Cal. Motocross all classes. 7 a.m. practice, sign up closes PROMPTLY at 8:30 a.m. 9 a.m. start. $2.00 race entry with membership, $2.50 without membership. Silencers required at all events. Info. 714/247-7473 days.

EVERY WEDNESDAY NIGHT

CMC MOTOCROSS, Ascot Park, Gardena. Cash for Experts, trophies for Juniors and Intermediates. Silencers mandatory. $5 entry per class. Pit passes $3. General Admission $2.50. CMC license and 3 number plates required. Pits open 4:00. Practice from 6:00 to 7:00. Sign-up closes 6:30 sharp. First race at 7:30.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

EVERY SUNDAY

Motocross racing at Four Corners M/C Park every Sunday. Practice at 9 am, races at 12 noon. Admission $1.50, Entry $2.00. Practice all day Saturday 50¢. All classes, no cards required. 10 miles east of Ramona.

6:30 SIGN-UP CLOSES
6-7 PRACTICE
7:30 FIRST JR. RACE
LIONS DRAG STRIP
CMC Moto-Cross
Every Friday Night
CMC License Required

HOT HATS 75 cents HOT DOG!
Cycle News
Dept. CNP
P.O. Box 498
Long Beach, Ca. 90801

OSTEEN'S Bike Park POMONA 400 ACRES
Open weekdays 9 to 7:30
Weekends & Holidays 8 to 7:30
Directions: 2 min. off Pomona Frwy at Dudley exit
MOTOCROSS
MAY 21
$500 PURSE TO EXPERTS
Intermediates & Juniors 50% Brass.
Jr. & Int. Mail entry $5.00 Post entry $10.00.
Experts Mail entry $10.00 Post entry $15.00.
Mail entry to: 610 Cherry St., Brea, Ca. 92621. Check payable to Osteen's Park. Park open 6:30 am. Practice 8:00-9:00, 1st race 9:30 am.
Phone (714) 529-3578 for into

SRA EARLY BIRD HARE SCRAMBLES
Beat the Heat — Home by Noon
8:00 am Start
JUNE 4 — 7 Mi No Adelanto
JUNE 18— California City
20% Trophies
BEGINNERS AND NOVICES ONLY
GROOVY FININSH PINS
$5 Members — Others $6
(213) 320-1015 (714) 735-4641

DRA Desert Racing Association Presents
A DESERT RACE
One 34 mile fun loop
BEGINNERS & NOVICES ONLY
Start Goodies — Finisher Hats
20% Trophies
special classes—16 under—35 over—
All engine size classes
Novices 10 am—Beginners 10:15
No affiliation necessary
MAY 28
10 Miles north of
Adelanto on Hwy. 395
P.O. Box 437, Rancho Mirage, Ca. 92270
Catering — Ambulance
Radio Crews — Restrooms

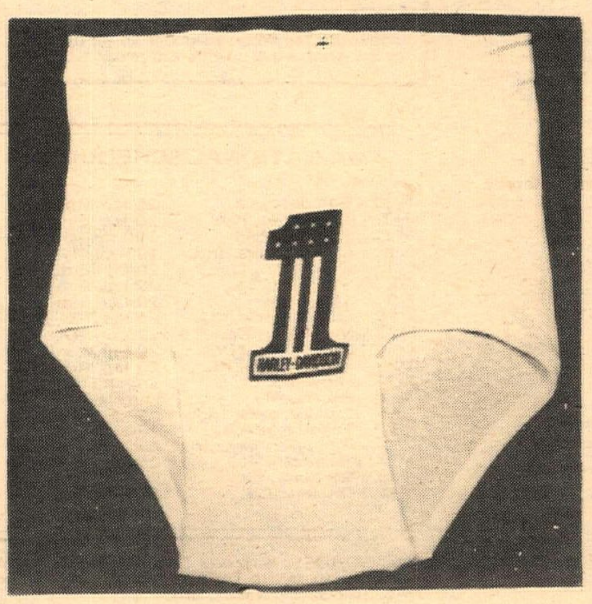
RAT
TROPHIES & PINS!
HARE SCRAMBLES FOR
BEGINNERS & NOVICES
KIDS, GIRLS, EVERYONE
MAY 21 10 A.M. START
$4 $5.00 POST SIGN-UP CLOSES 9:30
MAIL TO: RACING ACTION TEAM
P.O. BOX 811, FONTANA, CAL., 92335
(714) 822-8922 - SILENCERS PLEASE

RIDE WITH THE BEST
RIDE CMC EVENTS
motocross
AT
May 21 — Corona
28 — L.D. Ranch, Utah
June 4 — Saddleback
11 — Carlsbad
SILENCERS MANDATORY. $5 mail entry, $10 post entry for Juniors & Intermediates. $10 mail, $15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 — racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

New Stuff & Things for Cycles

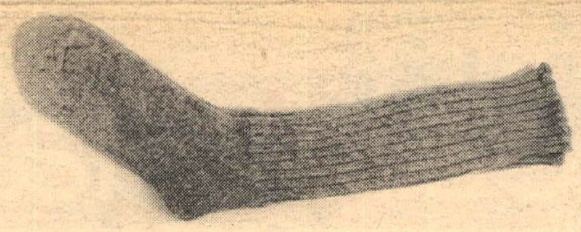
(Tell them you saw it in Cycle News!)

Everybody knows that it isn't how you do but how you look while you are trying to do it. We've all seen the Europeans, how they dress, how they look. Cool, right? If you look the part, people will begin to think you do know what you're doing and that you are fast. Girls will fall at your feet. Shoes will loop it trying to beat you off the line. Announcers who know the ropes and look cool will give you a nod as you pass in the pits. Doors will open, and you'll be a star. First, however you have to look right and wear the right stuff.



THE BASICS

The best place to begin is at the beginning, so when you get up in the morning reach for your "Cycle Jockeys." This tasteful item comes from Sports T Shirts. It has a lot of advantages for the cool-oriented rider. A lot of guys work at an office during the week. They can't ride the old MXer to work or wear an Ajay jersey. This is the answer to their prayers. Now you can carry around a mark of distinction without being *gauche* or violating the old dress code. Another place where "CJ's" will be useful is in the pits when you are making the quick change into the old leathers. Let the other riders catch a glimpse of them. Can you imagine what a psych-out effect that will have? Available from Sports T Shirts, Dept. 9, 21200 Victory Blvd., Woodland Hills, Calif. 91364. Enclose $2.99 (which includes postage and tax), and be sure to tell them the bike make and size — yours, not the bike's.



KEEPING IT UP

You are at the track and have your leathers on. The shoes are worried, and the girls are walking by your van with increasing regularity. The little things are important and this is where Carl Shipman, the Dirt Rider, comes in. He makes two vital items: socks and suspenders. The socks are the trick ones that everyone uses. They have red tops (so everyone notices) and are bulky and warm. The bulk will also take up some of the slop if you borrow boots that are a little too big. Machine washable and all. S, M, L. $2.50 a pair which comes out to $1.25 each. The suspenders are also red and will hold your pants up. You think that Joel or those guys would ride without something holding their pants up? No way. $2.50 also. The Dirt Rider, Box 14422, Albuquerque, New Mexico 87111.

TOPS

Now you need the crowning touch. You couldn't find Brad Lackey's address to get one of those bitchen rugby jersey's that he sells and wears. There is a race coming up and your sister is bringing over this neat honey on Saturday. What do you do? What you need is an open-mesh nylon MX jersey. The open-mesh feature will keep you cool while you look cool because it breathes. They are available with all popular bike makes in sizes S, M, L, and XL for $13.45. This is also available from Sports T Shirts, the same people who have the underpants, above.

THE HOT SET UP

Perhaps you are going touring this summer and want to stay warm as you cruise through the desert. Instead of 19 items of uncool clothing you can have one warm item. Modeled here by foxy Ron Schneiders, the Electro-vest from World Cycles, 3303

(Please turn to pg. 38)

the latest poop

by Papa Wealey

(Cont'd. from page 9)

machines or anything else having to do with bikes. There was no unpleasant incident during the entire 12 hours the bikers were inside the prison. "Big Bike" was presented a magnificent metal bas-relief as a gesture of thanks by the CMC inmates and six bikes were awarded various trophies the prisons fabricated in their machine shops. To top things off, Bunch was able to have the movie "Easy Rider" shown to the inmates to complement the bike show; the movie previously scheduled for them was "The Lawman".

* * *

Bob Leppan former motorcycle land speed record holder is boogeying about in Australia looking at possible sites for running his dual 750 Triumph streamliner.

* * *

Contrary to rumor, Doug Grant won't ride a Hodaka 125.

* * *

One way to take a lot of weight off your bike is to fall off.

* * *

"The court finds that this is a public nuisance" sums up what the Superior Court of Contra Costa County thinks of the Richmond Ramblers' case against ARCO land holders. In other words, the case was lost but attorney Tom Shelby will appeal the decision. If he loses, you can bet that much more land will go down the drain as legal precedent can have quite an effect on private land holders despite what the public use might be. The court agreed that motorcyclists, the public, had used the land for more than five years and therefore it was dedicated for both public and private use but the court feels that motorcycling is both a public and a private nuisance. Trouble right here in River City, race fans.

* * *

To dispel any theory that hero race car drivers don't know a good thing when it comes along, be aware that not only Dan Gurney and the Unser boys ride bikes but just about every big time racer can be seen on a bike at one time or another. When Sears Point Raceway was open, Parnelli Jones, George Follmer, Pete Revson, Ron Grable, Mario Andretti and assorted other heroes could be found playing in the hills when they weren't working on the race track. But don't believe any stuff about Dan doing any driving. He quit. Also, if and when Sears Point gets back in shape, Gurney, Revson and Follmer will be on the Board of Directors.

* * *

If by any chance you get this paper by Tuesday, May 16 (the Barkfeathers do, you know) you may want to know that tonight is the last time you'll be able to see the film "On Any Sunday" for quite some time. It's playing with "Little Fauss, etc" at the Surf Theatre in Huntington Beach. If you didn't get this message on time you may want to know that you missed it.

* * *

All you fine folks out Mojave, California way won't have to drive down to Lancaster to get your copy of Cycle News now. Bill's Enco at the junction of highways 14 and 158 is going to be carrying us. If you ride out that way you might also like to know that Bill Cook and his wife, Marie, carry many handy spares like oil, cables, tubes, plugs, master links, and so on.

* * *

The Cycle News two-up Enduro Team will be at the SRA Colorado River Enduro this Saturday and Sunday. You can't miss them; he's got a beard and she's got sore legs. The first 25 people to walk up to them and way "Que pasa, baby! I dig Billy Barkfeather" will get free Cycle News stickies. Hot dog! Handy hint: you can tell them by the kayak.

* * *

From time to time we get inquiries about getting trained to be a mo'sickle

(Please turn to pg. 38)

From the people who bring you

CYCLE NEWS

Products designed to grab your greenbacks and otherwise deflate your wallet.

NEW!

find your hero. Your complete program for all 1972 California Amateur and Professional races. Over 10,000 names and riding numbers. All you need to know about California competition. $1.00

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Carry it whether on your Hodaka or your 10 speed. The ideal way to carry your books to school or your lunch & spare plugs on the trail. $2.50.

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How to get from here to there. Now novices don't have to ask those embarrassing questions, they are all answered in this easy to teach your techniques to become an expert. $3.00

MONEY BACK IF NOT SATISFIED!

Hot Hats

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1972 Calendar

Your bucks go to help support the American Motocross Team, and in return you get a swell high quality calender. $3.95

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Cycle News Products, P.O. Box 498, Long Beach, Ca. 90801

LEISURETECH U.S. CUP MOTOCROSS, Carlsbad rcwy, Carlsbad, CA. Amateurs: $7.50. pros $10. $4000 purse to pros. Box 13369, Sacramento, CA. 95813. 916/922-8329.

SUNDAY, MAY 28

FRANKEN EUROPEAN CHAMPIONSHIP TRIAL, Brandenbergerstr 90, 85 Nurnberg, W. Germany.

GRAND PRIX MOTOCROSS — Memorial for Harold Sawyer. I-25 & Berthoud Exit, Berthoud, Colo. Prac 7, race 10 am. 303/442-0930.

MOTOCROSS, Southwest MX Park, Lockhart, Tex. Box 538.

MOTOCROSS, AME, Saddleback, Ca. Enter: $5 mail, $10 post. Cash to Sr's. Prac 8, race 9. 926 W. 7th St., Upland, Ca. 91786. 714/982-7370.

GRAND PRIX, Vaca Valley Rcwy. Lewis Rd & Hwy 80, Vacaville, Ca. $8 mail (5-23). $10 post. 1st race 10. 2 hr races. MRA, Box 1786, Los Gatos, Ca. 95030. 408/226-2291.

MOTOCROSS, Rio Bravo, Mt Houston Rd., NE of Houston, Tex. Am 10 am, pro 2 pm. Trans AMA qualifier. $1800 purse. $3 watch. 713/748-6020.

VIRGIN RUN "The hare & hound with a fox." D-37 pts. Masterlinks MC. $4.25 entry. 2 40 mi loops. Pins. Trophies for 1st girl nov, oldest geezer, youngest sniveler, 1st polack. Limed from 4 Corners.

RUSTY BRADLEY-BENNIE HARDWICK MEMORIAL TRIPLEHEADER. Green Valley Rcwy 10 mi N. of Ft. Worth, Tex. SMRA drags, MX & Road Racing. 915/949-1030.

DESERT RACE, DRA. Beg, Nov. 1 35 mi loop. Finish hats. 10 am. 10 mi N. of Adelanto on Hwy 395.

MOTOCROSS, Saddleback Valley YMCA. El Toro Rcwy. All classes. $5 mail (5/20). $7 post. Sign 8, prac 9.

MOTOCROSS, CRC. Running Springs. Beg., Nov. Spec classes -16, $35. $2 gate, $3 race. Sign 7, race 9:30. 714/688-1291, 213/830-7519.

HILLCLIMB, By Campbell at Carnegie Cycle Pk. Livermore, Ca. $3 watch. $1.50 6-12. 14 mi E. of Livermore on Telsa Rd. 415/846-3510.

MOTOCROSS, EBRA. Ensenada, Mexico. Prac Sat. Race 11 Sun. Camping. Tired of the same old tracks, bikes, and riders? Try something different.

MOTOCROSS, CMC OREGON Goose Hollow, 22 mi. West of Salem, Ore. on Hwy 22. Watch for signs. Sign 9, prac 9:30. Race 11. Minis. $5 Ex $4 Jrs & Int. Box 845, Salem, Ore. 503/364-0461.

POKER RUN. Bakersfield Road Runners. Sign by 10. $3.50 memb., $3.75 other. 120 Kentucky St., Bakersfield, Ca. 805/322-1729.

HARE & HOUND, Masterlinks MC, Limed from 4 Corners. D-37 pts. Start 10. $4.25. 2 40 mi loops. Nov. trail one loop. 714/633-1132.

MOTOCROSS CMC Utah, Nevada, Arizona, Calif. 180 miles north of Las Vegas, Nev. on Hwy 15, LD Ranch, near Springdale, E. of St. George, Utah. Prac 8. Race 10. Entries by 5-19. Jrs & Ints: $5 pros: $7.50. Post entries double. $750 purse. Box 15055, Salt Lake City, Utah 84115. 801/262-2489.

ROAD RACES, Oregon Motorcycle Road Racing Assn. West Delta Pk., Portland, Ore. Prod., G.P., Sidecar. Box 13454, Portland, Ore. 503/282-4215.

MOTOCROSS. Norfolk, Nebraska.

SWAP MEET, Great Western Exhibit Center, Santa Ana Fwy at Atlantic on Eastern Ave. Los Angeles, CA. $5 sell. 9-3. Box 400, Dept. 48, Maywood, CA. 90270. 213/588-0558.

MOTOCROSS, all classes. Fremont raceway, Florence, Colo. $2 Nov. $3 Ex. 1:30.

MOTOCROSS, Dead Man's Pt. Prac 8, race 10. All classes. $2 gate, $4 race. 714/338-2065.

ROAD RACE, ACA, Willow Springs, Ca. Sign 8:30, race noon. Mail $8, $1 ea. additional class. $15 post. 106 North Claudina, Suite 312, Anaheim, Ca. 92805. 714/774-3222.

MOTOCROSS, Lompoc Slo-Pokes. Scholarship benefit. Spillway Pk near Santa Maria. D-35 pts. 10 am. Camping. 805/736-6362.

MOTOCROSS, AMC. Rawhide Pk, Elsinore. Memorial Day event. $5 mail plus $1 gate. $7 post plus $3 gate. Box 663, El Toro, CA. 92630.

MONDAY, MAY 29

TT SCRAMBLES, Boulder Ridgerunners, Coal Crk. Raceway, E of Boulder, Colo., on hwy 7.

BENEFIT GRAND PRIX, 65 mi S. of Austin, Tex. on Hwy 183 at Palmetto State Pk. $10 mail or pst. (Mail will be refunded if you can't race.) Free to spectators. Sign by 10 am. Race noon. This is a Texan answer to Elsinore. It is also a benefit for the rehabilitation hospital. If the $10 seems steep, think of all the good it's doing. About 100 mi. 77 Evergreen Circle, Arlington, Tex. 76011. 817/274-0319.

PRO HALF MILE, Fremont Rcwy., Florence, Colo. $1000 purse. Enter by May 15. $20. 303/784-3119.

THURS., — SAT., JUNE 1,2,3

CROSS COUNTRY RELAY, CMC Utah. $2000 purse. Entries close 5/24. Amateurs $20 per team, Pros $60/team. Post Am $45, pros $100. Ibopah, Utah. Lic. $10. Box 15055, Salt Lake City, Utah 84115. 801/262-2489.

SATURDAY, JUNE 3

PRO INDOOR SHORT TRACK. San Diego Int'l Sports Arena, San Diego, Ca. $3000 guaranteed purse, Challengers Cup series. Race 8 pm.

PRO INDOOR SHORT TRACK, Lubbock Municipal Coliseum, Lubbock, Tex., $1200 purse. Qual. 5, race 8. 806/374-1142.

SATURDAY-FRIDAY, JUNE 3-9

TT ROAD RACE, Isle of Man, England, all classes including production, 500 & 750 sidecar, and Formula 750. 1st race 5 pm June 3, phone 01-235-7636, London.

SAT. & SUN., JUNE 3 & 4

TRASK MTN INT'L 2 DAYS TRIAL, ISDT Qual. event. 350 miles start-finish in McMinnville. $15 by May 13. No post. Box 652, McMinnville, Ore. 97128.

PONDEROSA HARE SCRAMBLES, Greyhounds. Ponderosa Inn, 15 mi E. of Lancaster on Ave. J. Nov. only in 100 class. Sign 8:30. Info 213/367-2907, 805/946-2371.

SUNDAY, JUNE 4

QUICKSILVER ENDURO, Clear Creek, CA. 38 mi E of King City off Hwy 25. $6 ea rider, $3 extra for 3 man team. 2 SASE. 750 rider limit. Start 9. 319 W. Market St., Salinas, CA 93901. 408/422-9809.

ENDURO, Lil Sioux Run. Cherokee, Iowa. $5.

MOTOCROSS, Lions, Wilmington, CA. San Diego Fwy at Alameda. D-37 pts. $5 mail, $7 post. 5945 Troost Ave, No. Hollywood, CA. 91601. 213/766-6519. PP free.

Endoes MC is putting on this one. It's an all-girl club. Maybe they won't allow men in the pits.

MOTOCROSS. Snoopy Valley. North Bend, Nebr. NMA pts.

MOTOCROSS, Spillway Pk near Santa Maria. D-35 pts. Lompoc Slo-Pokes. 10 am. $3.50 entry, $1.50 gate. Camping. 805/736-6362.

TT SCRAMBLES, Elsinore Rcwy. Ltwts. & Ultras. Sign 7, prac 8, race 9. Hvwts. sign. San Berdoo Valley MC. D-37 pts. 714/792-3041.

TT, Fremont Rcwy, Florence, Colo. $2 Nov, $3 Exp. 2 pm.

DIAMOND BACK ENDURO. 100 mi. 750 rider limit. Lassen M.C. Write for entries. Box 1017, Susanville, CA. 96130. 916/257-3588.

TRIALS, PNTA, Tiger Cyn., Walla Walla, Wash.

MOTOCROSS, D-37 pts. Lions rcwy, Wilmington, Ca. San Diego fwy at Alameda. D-37 entry to 5945 Troost Ave, No Hollywood, Ca. 91601. $5 mail, $7 post. Sign 6, prac 7:30, race 8:30. Sidehack welcome. PP free. Riders get free gate.

SATURDAY, JUNE 10

CYCLE NEWS SWAP-O-RAMA. C & I Bldg., Nat'l Orange Showgrounds, San Bernardino. Advance reservations for dealers and private parties. 714/637-1835. Sign 2 pm. Swap 5 to midnite. Trade your wife for a Hodaka.

SAT. & SUN., JUNE 10 & 11

TWO DAYS AT BADROCK, ISDT QUALIFIER, Western Oregon, entry closes May 20. $15 entry. PNTA, Box 131, Weston, Ore. 97886. 503/566-3501, 503/566-3526.

SUNDAY, JUNE 11

MOTOCROSS. Valley View, Columbus, Nbr.

SHORT TRACK, Fremont Rcwy, Florence, Colo. $2 Nov, $3 Exp. 100, 125, 175, 250. 2 pm.

MOTOCROSS, CRC. Deadman's Pt. Beg & Nov. $2 gate, $3 race. Sign 7, race 9:30 am. 714/688-1291, 213/830-7519.

HARE SCRAMBLES, Hilltoppers. Limed from Bell Mtn, Stoddard Rd. N. of Victorville. Start 9. $3.25. 2 40 mi. loops.

MOTOCROSS, Valley View, Columbus, Nebr.

MOTOCROSS, Boulder Ridgerunners, Coal Crk. Raceway, hwy 7 E. of Boulder, Colo.

TT SCRAMBLES, Sidewinder Spdwy, Kingman, Ariz. Limed on Hwy 66 E from Kinman. $3 entry. 602/753-3206.

MOTOCROSS, Lafayette, Colo. SRAC.

CMC MOTOCROSS, Carlsbad Raceway, Carlsbad, Ca. Jrs $5 mail, $10 post. Srs $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, Ca. 92626.

MINIS, SCMBKA, Saddleback Park, Irvine, Ca. Sign 8:30, race 10. $5 membership. $2.50 enter. 213/426-9355, 714/842-6083.

SAT. & SUN., JUNE 17 & 18

ROAD RIDE TO LAKE ISABELLA, CA. 350cc & up. Road Service provided. Leave 8 am. 213/326-3810.

MOTOCROSS, Lake Tahoe SuperStar Variety. Tahoe Vista, CA. John DeSoto will hold school on the 16th, Sportsman event the 17th, AMA Nat'l Champ Pro race, $5000 purse. Mail only, by June 1, 1972. GNG racing, 1355 S. Wells Ave., Reno, Nev. 89502.

GRAND PRIX, Virginia City, Nev. $10 per day. Close 5/15. Post $40. WRA, Box 7244, Reno, NV. 89502.

SUNDAY, JUNE 18

FATHER'S DAY. Let Dad use your bike.

GOOSECHASE ENDURO, Clear Creek, Ca. Picachio store on Coalinga Rd. 28 mi W. of Coalinga, 38 mi E of King City. State 9. $6 mail, post $10, $1 team. 2 SASE to Sierra Enduros, Box 134, Madera, Ca. 93637.

HARE SCRAMBLES, Rim Runners. Limed from Lucerne. Start 9. 40+ mi loop. D-37 pts. $3.25. Special award to oldest surviving father.

SAT & SUN, JUNE 24-25

MOTOCROSS, Mammoth Mtn. Jr. $5, Sr. $15, Post $50. Box 483, Mammoth Lakes, CA. 93546. 714/934-2302 after 6.

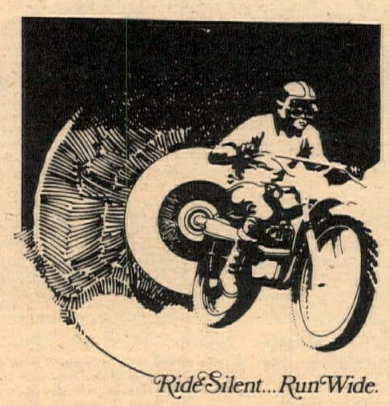
SUNDAY, JUNE 25

MOTOCROSS. Brainard, Nbr.

HARE SCRAMBLES' CRC. 7 mi N. of Adelanto. Beg & Nov. $5. 714/688-1291.

ENDURO. KRFE radio. 125 mi. Start 8 am. $7 mail, $10 post. $1 entra per team member. All classes. Any AMA entry blank. Hwy 41 N. of Fresno marked to start 2 SASE to KFRE Enduro, TW Patterson Bldg., Fresno, Ca. 93721. 209/268-6441.

TRIALS, Portland, Ore. PNTA.



What are you going to do?

MOTOR VOTER INFO 714 · 836 8555

J.C. AGAJANIAN'S

Ascot

CYCLE EVENTS

Wednesday Night

CMC

MOTOCROSS

Cash for Experts, trophies for Juniors and Intermediates.

SILENCERS MANDATORY. $5 entry per class. Pit passes $3. General Admission $2.50. CMC license and 3 number plates required. Pit gates open at 4:30. Practice from 6:00 to 7:00. Sign-up clases 6:30 sharp. First Junior race at 7:30.

FRIDAY NIGHT

AMA

PROFESSIONAL

HALF-MILE

Time trials 7:30 pm
Race starts 8:30 pm

18300 VERMONT, GARDENA

HERE'S A HANDY-DANDY KLIP-AND-SAVE CALENDAR

1972 AMA District 36 Sports Calendar

APRIL
1 MOTOCROSS, Plymouth, Dirt Diggers North
2 SCRAMBLES, Redding, Shasta MC
SHORT TRACK, Oakdale, Oakdale MC
MOTOCROSS, Plymouth, Dirt Diggers North
MOTOCROSS, Santa Clara, Riders Unlimited
8 MOTOCROSS, Cycleland, Valley MC
9 SCRAMBLES, Benicia, Hi Hats MC
SCRAMBLES, Alviso, Eastside MC
SHORT TRACK, Oakdale, Oakdale MC
MOTOCROSS, Angels Camp, Blue Mtn MC
MOTOCROSS, Marysville, Feather River MC
HILL CLIMB, Gonzales, Salinas Ramblers MC
14 N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
15 N SCRAMBLES, Fremont, All American MC
16 SCRAMBLES, La Grange, West Side MC
SCRAMBLES, Lodi Cycle Bowl, Lodi MC
SCRAMBLES, Redding, Shasta MC
MOTOCROSS, Dixon, Sacto Racing Assn.
ENDURO, Sacramento, Poka Dots MC
HALF MILE, San Jose, Barkhimer Assoc. Pro
21 N SCRAMBLES, Vallejo, American Canyon MC
27 N SCRAMBLES, Fremont, All American MC
MOTOCROSS, Marysville, Yuba-Sutter MC
23 SCRAMBLES, La Grange, West Side MC
SCRAMBLES, Alviso, Eastside MC
SCRAMBLES, Stockton, Stockton MC
MOTOCROSS (Novice), Dixon, Sacto Racing
MOTOCROSS, Marysville, Yuba-Sutter MC
MOTOCROSS, Richmond, Richmond Ramb.
ENDURO, Fresno, Pathfinders MC
28 N SCRAMBLES, Vallejo, American Canyon MC
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
29 N SCRAMBLES, Fremont, All American MC
N SHORT TRACK, Cycleland, Valley MC
30 SCRAMBLES, Lodi Cycle Bowl, Stkn. Scramb.
SCRAMBLES, Cycleland, Valley MC
SCRAMBLES, Cycle Hills, Los Gatos MC
SCRAMBLES, Redding, Shasta MC
MOTOCROSS, Sacramento, Cal-Am MC
MOTOCROSS, Sand Pit, Salinas Comp. MC

MAY
5 N SCRAMBLES, Fremont, All American MC
N SCRAMBLES, Vallejo, American Canyon MC
6 N SCRAMBLES, Hayward, Hayward MC
N SCRAMBLES, Willow Creek, Trinity Trailsters
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
N SHORT TRACK, Cycleland, Valley MC
7 SCRAMBLES, Lodi Cycle Bowl, Stkn. Scramb.
SCRAMBLES, Cycle Hills, Los Gatos MC
MOTOCROSS, Dixon, Sacto Racing Assn.
ENDURO, Sonora, Sonora Pass MC
HILL CLIMB, Ospital Canyon, Modesto MC
12 N SCRAMBLES, Fremont, All American MC
N SCRAMBLES, Vallejo, American Canyon MC
13 N SCRAMBLES, Hayward, Hayward MC
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SHORT TRACK, Cycleland, Valley MC
N SHORT TRACK, Santa Rosa, North Bay MC
14 SCRAMBLES, Stockton, Stockton MC
SCRAMBLES, La Grange, West Side MC
SCRAMBLES, Redding, Shasta MC
MOTOCROSS, Dixon, Sacto Racing Assn.
HILL CLIMB, Cycle Hills, San Jose Dons MC
19 N SCRAMBLES, All-American, Fremont
N SCRAMBLES, Vallejo, American Canyon MC
20 N SCRAMBLES, Marysville, Yuba-Sutter MC
N SCRAMBLES, Petaluma, S.C.S.C.A.
N SHORT TRACK, Cycleland, Valley MC
N SHORT TRACK, Monterey FG, Mont. Rams.
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
21 SCRAMBLES, Redding, Shasta MC
SCRAMBLES, La Grange, West Side MC
MOTOCROSS, Sacramento, Cal-Am MC
ENDURO, District 35 Goose Chase
NAT'L MILE, San Jose, Barkhimer Assoc. Nat'l.
26 N SCRAMBLES, Sacramento, Sacto Racing Assn.
N SCRAMBLES, Vallejo, American Canyon MC

27 N SCRAMBLES, Marysville, Yuba-Sutter MC
N SCRAMBLES, Fremont, All American MC
N SHORT TRACK, Monterey FG, Mont. Rams.
N SHORT TRACK, Cycleland, Valley MC
28 SCRAMBLES, Cycleland, Valley MC
SCRAMBLES, Oakdale, Oakdale MC
MOTOCROSS, Dixon, Sacto. Racing Assn.
ENDURO, Clear Creek, Salinas Ramblers MC
HILL CLIMB, Carnegie Park, Campbell MC
29 SCRAMBLES, Lodi Cycle Bowl, Lodi MC
SCRAMBLES, Cycle Hills, South County MC

JUNE
2 SCRAMBLES, All-American, Fremont
N SCRAMBLES, Sacramento, Sacto. Racing Assn.
N SCRAMBLES, Vallejo, American Canyon MC
3 N SCRAMBLES, Marysville, Yuba-Sutter MC
N SCRAMBLES, Hayward, Hayward MC
N SCRAMBLES, Willow Creek, Trinity Trailsters
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
N SHORT TRACK, Santa Rosa, North Bay MC
N SHORT TRACK, Monterey FG, Mont. Rams.
N SHORT TRACK, Cycleland, Valley MC
4 SCRAMBLES, Cycle Hills, Campbell MC
SCRAMBLES, Oakland, Oakland MC
SCRAMBLES, Crescent City, Redwood Scramb.
MOTOCROSS, Sacramento, Cal-Am MC
9 N SCRAMBLES, Sacramento, Sacto Racing Assn.
N SCRAMBLES, All-American, Fremont
N SHORT TRACK, Vallejo, Solano Trail Riders
10 N SCRAMBLES, Hayward, Hayward MC
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SCRAMBLES, Petaluma, S.C.S.C.A.
N SCRAMBLES, Redding, Shasta MC
N SHORT TRACK, Lodi Cycle Bowl, Lodi MC
N SHORT TRACK, Cycleland, Valley MC
N SHORT TRACK, Monterey, Mont. Rams MC
11 SCRAMBLES, Crescent City, Redwood Scramb.
SCRAMBLES, Alviso, Eastside MC
SHORT TRACK, Oakdale, West Side Eagles
MOTOCROSS, Richmond, Richmond Ramb.
MOTOCROSS, Dixon, Sacto. Racing Assn.
16 N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N SCRAMBLES, All-American, Fremont
N SCRAMBLES, Vallejo, American Canyon MC
17 N SCRAMBLES, Redding, Shasta MC
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SCRAMBLES, Hayward, Hayward MC
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro.
N SHORT TRACK, Cycleland, Valley MC
N SHORT TRACK, Monterey, Mont. Rams MC
17-18 GRAND PRIX, Virginia City, W.S.R.A.
18 SCRAMBLES, Cycle Hills, South County MC
SHORT TRACK, Oakdale, West Side Eagles
23 N SCRAMBLES, Vallejo, American Canyon MC
N SCRAMBLES, All-American, Fremont
N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N SCRAMBLES, Sacramento, Sacto. Racing Assn.
24 N SCRAMBLES, Hayward, Hayward MC
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SHORT TRACK, Cycleland, Valley MC
N SHORT TRACK, Santa Rosa, North Bay MC
25 SCRAMBLES, Alviso, Eastside MC
SCRAMBLES, Crescent City, Redwood Scramb.
MOTOCROSS, Plymouth, Dirt Diggers North
30 N SCRAMBLES, Sacramento, Sacto. Racing Assn.
N SCRAMBLES, All-American, Fremont
N SCRAMBLES, Vallejo, American Canyon MC
N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N FLAT TRACK, Redding, Shasta MC

JULY
1 N SCRAMBLES, Hayward, Hayward MC
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SCRAMBLES, Willow Creek, Trinity Trailsters
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
N SHORT TRACK, Cycleland, Valley MC
2 ½ MILE NAT'L., San Jose, Barkhimer Assoc.
7 N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N SCRAMBLES, Vallejo, American Canyon MC
N SCRAMBLES, Sacramento, Sacto. Racing Assn.
8 N SCRAMBLES, Fremont, All American MC
N SCRAMBLES, Redding, Shasta MC
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SHORT TRACK, Cycleland, Valley MC
N SHORT TRACK, Santa Rosa, North Bay MC
9 SHORT TRACK, Oakdale, West Side Eagles
MOTOCROSS, Sacramento, Cal-Am MC
14 N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N SCRAMBLES, Sacramento, Sacto. Racing Assn.
N SCRAMBLES, Vallejo, American Canyon MC
N SCRAMBLES, Fremont, All American MC
15 N SCRAMBLES, Marysville, Yuba-Sutter MC
N SCRAMBLES, Hayward, Hayward MC
N SCRAMBLES, Petaluma, S.C.S.C.A.
N SHORT TRACK, Fremont, Barkhimer Assoc.
N SHORT TRACK, Cycleland, Valley MC
16 SCRAMBLES, Alviso, Eastside MC
HILL CLIMB, Cycle Hills, San Jose H/C Assn.
20 N SCRAMBLES, Sacramento, Sacto. Racing Assn.
N SCRAMBLES, Vallejo, American Canyon MC
N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
22 N SCRAMBLES, Fremont, All American MC
N SCRAMBLES, Redding, Shasta MC
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SHROT TRACK, Cycleland, Valley MC
N SHORT TRACK, Monterey FG, Mont. Rams.
23 SCRAMBLES, Crescent City, Redwood Scramb.
MOTOCROSS, Sacramento, Cal-Am MC
28 N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N SCRAMBLES, Vallejo, American Canyon MC
N SCRAMBLES, Sacramento, Sacto. Racing Assn.
N FLAT TRACK, Redding, Shasta MC
29 N SCRAMBLES, Hayward, Hayward MC
N SHORT TRACK, Cycleland, Valley MC
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
30 SCRAMBLES, Cycle Hills, So. County MC
SHORT TRACK, Antioch, Wanderlust MC
SHORT TRACK, Oakdale, West Side Eagles
ROAD RACE—NAT'L., Laguna Seco, Barky.

AUGUST
4 N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N SHORT TRACK, Vallejo, Solano Trail Riders
5 N SCRAMBLES, Fremont, All American MC
N SCRAMBLES, Willow Creek, Trinity Trailsters
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SHORT TRACK, Cycleland, Valley MC
N SHORT TRACK, Santa Rosa, North Bay MC
6 SCRAMBLES, Alviso, Eastside MC
MOTOCROSS, Dixon, Sacto. Racing Assn.
11 N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N SCRAMBLES, Vallejo, American Canyon MC
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
12 N SCRAMBLES, Petaluma, S.C.S.C.A.
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SCRAMBLES, Redding, Shasta MC
N SCRAMBLES, Hayward, Hayward MC
N SHORT TRACK, Cycleland, Valley MC
13 SHORT TRACK, Oakdale, Oakdale MC
18 N SCRAMBLES, Lodi Cycle Bowl, Lodi MC
N SCRAMBLES, Vallejo, American Canyon MC
N FLAT TRACK, Redding, Shasta MC
19 N SCRAMBLES, Fremont, All-American MC
N SCRAMBLES, Marysville, Yuba-Sutter MC
N SHORT TRACK, Cycleland, Valley MC
20 S-SCRAMBLES, Richmond, Richmond Ramb.
Nov. MOTOCROSS, Dixon, Sacto. Racing Assn.
HILL CLIMB, Cycle Hills, San Jose H/C Assn.
25 N SCRAMBLES, Vallejo, American Canyon MC
N SHORT TRACK, Fremont, Barkhimer Assoc. Pro
26 N SCRAMBLES, Hayward, Hayward MC
N SCRAMBLES, Redding, Shasta MC

NEW SPEEDWAY TRACK

IRWINDALE, CAL., – The first oval track specifically designed and constructed for speedway motorcycle racing in 40 years will open Thursday night, May 18 at Irwindale Speedway in the northeastern part of the San Gabriel Valley, bringing to this area a first look at major league professional speedway racers in action.

Former racers, Johnny Gibson and Ed Meister are the driving force responsible for creating the new race track located adjacent to the existing Irwindale Drag Strip, just off the Foothill Freeway between Azusa and Duarte.

Designed and tested by many of the famed speedway racers, the track is a 1/5 mile oval that contains all the action within the view of every spectator and still allows riders with greater daring, speed and ability to pass a slower rider anywhere on the oval.

Racers are short qualifying and eliminating events that allow winners to qualify for semi and final events in the racing program. Both Handicap and Scratch races are held in all categories.

A total of 20 events are slated to start at 8 p.m., Thursday night, May 18 with a total of 5,000 general admission seats to be placed on sale the night of the event.

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

SADDLEBACK park
SILENCERS REQUIRED
May 21-Pacific-AMA
May 21-M CANCELLED Hillclimb
May 28-Matterhorn Hillclimb
Open 7 days 8-5 (714) 639-5832

CRC California Racing Club (membership not required)
BEGINNER & NOVICE
MOTOCROSS
Special Classes—16, over 35
Minis & Powder Puff
40% BRASS
MAY 14—Deadman's Point
MAY 21—Rawhide Park
MAY 28—Running Springs
EVERY SATURDAY
motocross at
Running Springs Park
silencers required at all events
(714) 688-1291 – (213) 830-7519

American cycle association
presents
May 21 — Carlsbad Road Race
May 28 — Willow Springs Road Race
June 18 — Carlsbad Road Race
NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY
For further info. see calendar or phone ACA office 1-5 M-F
★ (714) 774-3ACA ★
American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805

CORONA RACEWAY
presents
MOTOCROSS
Thursday
Guaranteed Purse for Experts
$350 MINIMUM
★
TT - Friday
MX:
Pit Gates 4:30
Practice 5:30
First Race 7 pm
TT:
Pit Gates 5:00
First Race 6:30 pm
SILENCERS & 3 NUMBER PLATES REQUIRED
MX — Post Entry payable at gate, $5 for member Junior & Intermediates, $2 extra, non-members. Expert members, $10, non-members $2 extra. TT — Post Entry $4 for cycles, $3 mini's. Payable at gate for Nov., Am., Ex. & PP (if 6 or more). Pie Plates to run Expert.
Take Riverside Freeway to Pierce or Magnolia turn-off, right on Magnolia to Buchanan. Info: (714) 735-1705.

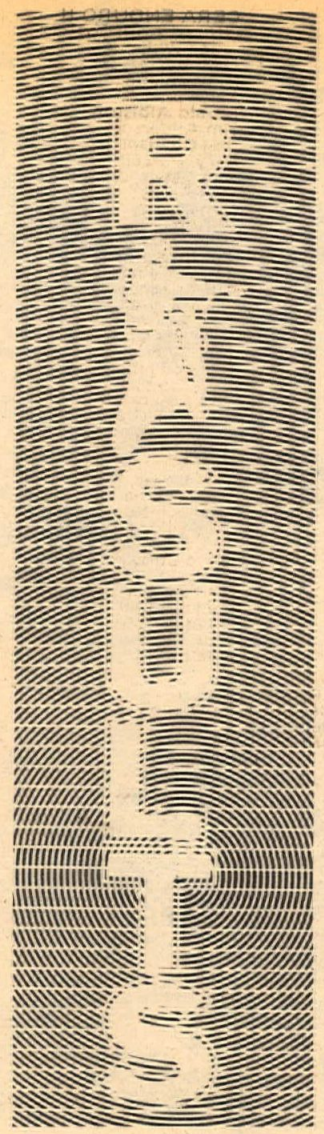
American Moto Cross Club Inc.
FOR: BEGINNERS, NOVICES, JUNIORS & THOSE WHO HAVE NEVER RIDDEN IN AN EVENT
Presents
May 20 – Motocross Carlsbad
May 27 – Motocross Saddleback
June 3 – Motocross Carlsbad
June 10 – Motocross Saddleback
FREE - Professional instruction at most events.
Bikes must have SILENCERS and 3 NUMBER PLATES. AMC membership required — $5.00 per year. Gates open at 6:30 A.M. Race starts at 9:30 A.M. ENTRY — by advance mail. $5.00 mail entry closes 3 days before event. Post $10. No post entry fee to new riders first time out. Send membership applications and entry forms to:
P.O. Box 663, El Toro, Ca. 92630
(714) 830-7646
9 am — 5 pm M—F

CRC EUROPEAN SCRAMBLES
April 23, 1972
100-125 BEG.

Alan Heinrich	125
Wally Jones	125
Jessie J. Salboto	125
M. Foreman	125
Mike Boltz	100
David Williams	125
Albert Renz	125
Lee Neis	100
Larry McGlaughlin	125
Rick Mareina	125
Ron Helms	100
Jackson Kistler	125
Robert Fortelny	100
Dan Veenbaas	125
Glen Wester	125
Ian Davidson	125
Jeff Ivec	100
Paul Oswald	100
Kenny Saylor	100
Richard Kinda	100
100-125 NOV	
Gary Little	125
Glen Bowman	100
Chuck Loyd	100
Lee Caldwell	100
James Reid	125
Lach Stewart	125
Bruce Burnhurst	100
Ray Hutchison	125
Louis McKey	125
Bill Stewart	100
Scott Spencer	100
Pete Andre	100
Noel Barber	100
E.T. Moore	125
Scott Nadeau	100
James Turner	125
Louie Ordaz	125
John Clark	100
Ray Searle	125
Lance Hornak	100
250 BEG.	
Larry Hamm	250
Roger Davy	250
Chuck Beck	250
Ron Baker	250
Bruce Gantenbein	250
Patrick Poston	250
Pat Brown	250
W. Kent	250
Robert Gordon	250
Eddie Froelich	250
Chuck Carson	250
Bob McDonald	250
Steve Lovell	250
Richard Ott	250
Jim McGall	250
Michael Lamb	250
Grant Stewart	250
Jim Eskew	250
Syd De Boer	250
Bob McCleneghan	250
250 NOV	
George Stoffel	250
Bob McCallster	250
Bob Nelson	250
Ken Hoffman	250
Russ Turner	250
Joe Plujancewicz	250
Marlyn Kinney	250
Frank Cadtro	250
Mike Gunderson	250
Gary J. Gregg	250
Russell J. Farvour	250
Tim Kottel	250
J. Ahuero	250
Jim Rucker	250
Mike Astor	250
OPEN BEG.	
Ray Martin	
Kurt Klopfer	
Buzz Siler	
Robert Prelenko	
Don Cloes	
C. Ahuerd	
Jack Taylor	
Steve Shatka	
Tony Pena	
Robert Hill	
John Strait	
E. Schaefer	
Steven Widner	
Garyl Schooley	
Richard Rawz	
Pat Jones	
Marvin Ciecl	
Martin Ahuero	
Bob Kirkreit	
Richard Siler	
OPEN NOV	
Steve Mitchell	
Albert Hull	
Ken Winkler	
Jim Harwood	
Pete Fin	
Dennis Popp	
Richard Scury	
Chris Hightower	
Jerry Fagerquist	
David Blanchard	

AMRA TT-HALF MILE
Phoenix, Ariz.
April 12, 1972
By Jeff Coker

100 NOV MAIN	
Bill Kahn	Yam
Tracy Robison	Yam
Al Jordon	Suz
100 AM	
Ed Blose, Jr.	Yam
Rick Franklin	Kaw
Bucky Burcham	Yam
125 AM	
Bobby Blose	Yam
Ed Blose, Jr.	Yam
Pete Weaver	Bul
125 EX	
Mark Mitschele	Yam
Larry Barrington	Yam
Cliff Allison	Yam
250 EX	
Rick Kraft	Yam
Tom Halford	Bul
Byron Boaz	Oss
250 NOV	
T.J. Jones	Yam
Curt Whitney	Bul
Rob Franklin	Yam
125 NOV	
Eric Mathers	Yam
Steve Harris	Bul
Tom Young	Bul
250 AM	
Greg Wilks	Yam
Alan Cranson	Yam
Mike Selby	Bul
500 NOV	
Jim Stanton	Suz
Roy Sheppard	Tri
David Stone	Kaw
OPEN AM	
Allen Watson	Mai
Clive Fayling	Mai
Ken Hegland	Suz
OPEN EX	
Jon Sellers	Tri
Rick Kraft	Nor
Tom Halford	Bul
250 AM ½ MILE	
Mike Massey	Yam
Doug Dillard	Bul
John Beatson	Bul
250 EX ½ MILE	
TOm Halford	Bul
Jeff Coker	Bul
Cliff Allison	Yam
OPEN AM½ MILE	
Allen Watson	Mai
Clive Frayling	Mai
OPEN EX ½ MILE	
Rick Kraft	Nor
Jon Sellers	Tri
Cliff Allison	Yam



AMA MOTOCROSS POINT STANDINGS May 15, 1972

250 PROFESSIONAL	
1. Sonny DeFeo	390
2. Gunnar Lindstrom	270
3. Tony Wynn	180
4. Robert Harris	150
5. Peter Lamppu	120
6. Ed Presson	100
8. Jim Miller	80
9. Jim Wicks	80
10. Doug Sanger	75
500 PROFESSIONAL	
1. Barry Higgins	300
2. Gary Semics	220
3. Wyman Priddy	220
4. Brad Lackey	150
5. Rob Norgaard	120
6. Jim Cooke	100
7. Eric Nelson	90
8. Bruce Dengler	80
9. James Jerles	80
10. Rich Thorwaldson	80

MOTOCROSS
Helotes, Tex.
April 23, 1972
By George Rua, Jr.

0-100	
Marion D. Inman	Hon
Creed Blevins	Yam
Buddy Kuteer	Hon
101-125	
Bennie Barker	Hon
Ed Lavin	Pen
Jay Cootey	Hon
126-175	
Henry Arnecky	Yam
Glen Blomquist	Yam
Larry Salyards	Hon
176-250	
Sam Bennett	Bul
Ronald Finger	AJS
Robert Maylor	Yam
OPEN	
Milton Wendrock	Hus
John Nernigan	Yam
Don Rose	Hon

TROJAN SPEEDWAY
South Gate, Calif.
May 4, 1972
By Art Loya

100 TT SR	
Bob Sanders	Kaw
Allen Swett	Hon
Jerry Mulkey	Hon
JR	
Dean Meyer	Hon
Steve Beau	Hon
James Summers	Kaw
125 TT SR	
Bob Sanders	Kaw
Robert Crecelius	Yam
Jerry Mulkey	Hon
JR	
Elbert Turner	Yam
Wiley Miller	Kaw
Steve Beau	Hon
250 TT	
Rick Goade	Bul
Jesse James*	Bul
Jamey Blunt	Oss
100 FT	
Bob Sanders	Kaw
Rick Goade	Kaw
Dean Meyer*	Hon
125 FT	
Bob Sanders	Kaw
Elbert Turner*	Yam
Wiley Miller	Kaw
250 FT	
Jamey Blunt	Oss
Leslie Bomar*	Tri
Jesse James	Bul
BUDDY RACE	
R. White/R. Goade	Oss

*First Junior

5th ANNUAL ELSINORE GRAND PRIX
SATURDAY

OVERALL WINNER	
Gene Cannady	Yam
101 to 250 EXPERT	
1. Gene Cannady	Yam
2. Jeff Wright	Puc
3. John DeSoto	Suz
4. Vic Hannan	Kaw
5. Danny La Porte	Pen
6. Preston Petty	Mai
7. Dave Aldana	Kaw
8. Mike Brooks	Kaw
9. Warren Burrell	Pen
10. Nate Sciacqua	Yam
11. Richard Rego	Bul
12. Tony Rogers	Mai
13. Keith Tennis	Mai
101 to 250 NOV	
1. Alan Greely	
2. Martin Tajra	Bul
3. Jerry Coburn	Hus
4. Jerry McNeal	Hus
5. Roy Eshenbaugh	Hus
6. Jimmy Bruns	Yam
7. Glenn Anderson	Bul
8. Dan McKinney	Yam
9. Daniel Albright	
10. Ray Moody	CZ
11. Mike Wade	Bul
12. Burnie Presho	Yam
13. Chuck Williams	Yam
14. Dave Brown	CZ
15. Henry Cassady,Jr.	Hus
16. Wes Lobo	CZ
17. Jeff Branson	Pen
18. Neil Christman	Puc
19. Charles Bach	Pen
20. Lorenzo Garley	CZ
21. Paul Ashford	Hus
22. Mike Gillman	AJS
23. Mike Akin	Mon
24. Claude Harris,Jr.	DKW
25. Michael Aston	Hus
26. Christopher Henry	Mon
27. Paul Boles	Hus
28. Daryl Bickerstaff	Hus
29. Gary Peek	DKW
30. Terry Rupple	Hus
31. Timothy Ralph	Hus
32. Bruce McLeod	CZ
33. Garry Parsons	Bul
34. Dennis Jones	CZ
35. Denny Johnson	Pen
36. Shwan Huffman	Yam
37. Clay Masters	DKW
38. Ronald Marx	Oss
39. Robert Endicott	Suz
40. Martin Gresham	Yam
41. Larry Davis	Yam
42. Ronald Ortiz	Yam
43. Terry Scott	Yam
44. Robert Just	Hus
45. Greg Powell	Yam
46. Dennis Ambert	Kaw
47. George Stanley	AJS
48. Ronald Williams	Bul
49. Dale Knoll	Yam
50. Bill McQuown	Yam
51. Robert Weir	Hus
52. Dave Brittenham	Hon
53. Robbie Giles	Yam
54. Dennis Teaque	Yam
55. Bill Hasenjaeger	Mai
56. Charles Karges	Oss
57. Richard Bagley	Bul
58. Roger Belding	DKW
0 to 100 EXP	
1. Jack Morgan	Hod
0 to 100 NOV	
1. Gary Calkins	Pen
2. Lawrence Boyd	Hod
3. Ron Stephenson	Hod
4. Mark Barrett	Suz
5. Nick Haggard	
6. Bryan Menne	Suz
7. Charles Vogelsand	Hod
8. Glen Cox	Hon
9. Steven Steeple	Hod
10. Stephen Epple	H-D
11. Greg Bebeck	Hod
POWDER PUFF	
1. Jeanne Pennington	Bul
2. Cherry Stockton	Bul
3. Patty Clagg	Bul

SCRAMBLES
Sweeney Motorcycle Track
Sweeney, Tex.
April 30, 1972

0-100	
Mark Shuman	Hon
Mike Pugh	Yam
Charley Crouso	Hon
100-125	
Tommy Denning	CZ
Mike Calgin	Yam
Wayne McCann	Yam
126-350	
Garlan Hinman	Hon
John Evans	Yam
William Lourance	Hon
351-OPEN	
Tommy Denning	CZ
Lowell Moomaw	Yam
Carl Bynum	Duc

SUNDAY

OVERALL WINNER	
Vic Hannan	Kaw
OPEN EXP	
1. Vic Hannan	Kaw
2. Steve Hurd	Hus
3. Roger House,Jr.	Mon
4. Troy A. Hollis	Suz
5. Mike Jackson	AJS
6. Mickey Alzola	Tri
7. Robert Childers	Hus
8. Bill Berbiscio	Yam
9. Kenneth Markling	Suz
10. Chuck Coye	Tri
11. Ron Dugan	Hus
12. David Laca	Hus
13. Adam Padilla	CZ
14. Robert Hartley	Yam
15. Willie Groom	Hus
16. Kirk Long	Hus
OPEN NOV	
1. James Jenkins	Kaw
2. Doug Fuhrman	Suz
3. Robert Wills	Hus
4. Steven Markling	Suz
5. Chuck Petty	Hus
6. George Kay	CZ
7. Steven Casagrande	Mai
8. Mike Akin	Yam
9. John Moseley	Hus
10. Richard Ferrick	Bul
11. Bob Tripp	Yam
12. Carl Weitzel	Suz
13. Benny McDaniel	Hus
14. David Davidson	AME
15. Derle Walker	Yam
16. Robert Williams,Sr.	Yam
17. A.C. Bakken	Hus
18. Eddie Sanchez	CZ
19. Mark Miller	Suz
20. Robert Brown	Hon
21. Thomas Grant	Suz
22. Chip Howell	Hus
23. Bob Hill Mai	
24. Jerry Welker	Suz
25. Dennis Williams	Suz
26. Frank McNabb,Jr.	BSA
27. Don Dunnington	Hus
28. Richard Wallace	Hus
29. Mike Paventi	Yam
30. Keith Dysert	Kaw
31. Peter Nelson	Yam
32. Dave Meadows	Hus
33. Chris Dawson	Suz
34. Tom Grafton	Hus
35. John Burr	Suz
36. Richard Atnip	Hus
37. Larry Clayton	Mai
38. Bruce Anderson	Hus
39. Dale Lucas	Suz
40. Joe Swindell	Yam
41. Mark Ball	BSA
42. Kenneth Snyder	CZ
43. Edward Long	Suz
44. Robert Haislett	Hus
45. James Hall	Suz
46. Jack Hill Suz	
47. Dale Stevenson	AJS
48. Sandy Robertson	BSA
49. Mike Dice	Suz
50. Peter Battaglia	Hus
51. James Mantz	Hus
52. Glen Van Buskirk	Hus
53. Phillip Bourns	Mai
54. Michael Coath	Yam
55. Jack Coode	Yam
56. James Kabisch	Suz
57. Nick McLeod	Hus
58. Clay Miller	Tri
59. Brian Test	CZ
60. Jack Myrick	Tri
61. Clem Grant	Yam
62. Richard Long	Duc
63. Kenneth Summers	Tri
64. Ray Maynard	Yam
65. Charles Morris	Yam
66. Bruce Williams	CZ
67. Lloyd McMurray	Hus
68. Rod Kershaw	CZ
69. Roy Elkins	Yam
0 to 250 EXP	
1. Jack R. Morgan	Puc
2. John Hood	Ric
3. Mike Hannan	
4. Wayne Craw	Hus
5. Thomas Wonsetter	Mon
6. Norman Niles	Yam
7. Tony Duni	Pen
8. Ronald Fore	Oss
9. Bob Long	Gre
10. Joseph Brickner	Mai
11. Eddie Foland	Oss
12. Jack Smith	Ric
13. Russell Koehler	Bul
14. Kenneth Craw	Oss
15. Kevin Schmidt	CZ
16. Dan Chandler	Suz
17. Rocky Dellegatte	Hon
18. Bruce Shepard	Yam
19. Richard King	Hus
20. Charles Gilbert	Bul
21. David Stone	Hus
SIDEHACKS	
Pat Kelly/Paul Franks	Yam
Tony Masella/Karl Krohn	Hus

AMA MOTOCROSS
Leisuretech Series
Cal Expo
Sacramento, Calif.
May 13-14, 1972
SATURDAY

125 AM	
Mike Hart	
Jim Kern	
250 AM/EX	
Scott Pepper	
Terry Holder	
Howard Hendry	
125 NOV DIV I	
Jon Boyette	
Kurt Killian	
Jim Moe	
125 NOV DIV II	
Fred Young	
Rod Matthens	
Rick Graves	
250 NOV DIV I	
Jon Woo	
Jim Barton	
Fred Young	
250 NOV DIV II	
Steve Nutter	
Bob Haag	
Charlie Vollenweiger	
OPEN NOV DIV I	
Duane Doran	
Dwight Snodgrass	
Randy Chester	
OPEN NOV DIV II	
Pat Sutton	
Bill Harrison	
Keith Anderson	
OPEN AM/EX	
Claude Richmond	
Jerry Sterger	
Richard Bungay	
SUNDAY PRO	
250	
Gunnar Lindstrom	Hus
Peter Lamppu	Mon
Jim Wicks Mai	
Jim Wienert Yam	
Russ Powell Hus	
Bryar Holcomb	AJS
Jim Turner CZ	
Tom Volin Hus	
Mike Runyard	Mon
Bill Cook —	
OPEN	
Brad Lackey Kaw	
Rob Norgaard	CZ
Jim Cooke Kaw	
Rich Thorwaldson	Suz
Jim Wilson CZ	
Gary Myers Hus	
Bruce Torbett	Hus
Gary Jones Yam	
Greg Smith Mai	
Walt Axthelm	Mai

MOTOCROSS
Manning Canyon, Utah
April 30, 1972
By Terry Newfarmer

OPEN PRO	
B. Lackey	Mai
J. West	Hus
G. Chaplin	Mai
G. Jones	Yam
R. Brown	Mai
G. Myers	Hus
250 PRO	
G. Lindstrom	Hus
J. Wilson	CZ
J. Wicks	CZ
J. Weinert	Yam
K. Fowler	Bul
G. Mikkelson	CZ
125 SUPPORT CLASS	
D. Fuller	Yam
D. Lawton	Yam
SAT., April 29, 1972	
100 EX	
M. Williamson	Kaw
125 EX	
C. Crosby	Yam
200 EX	
K. Croft	Suz
100 AM	
T. Harrison	Yam
125 AM	
R. Haskell	Car
200 AM	
R. Bouck	Suz
250 AM	
M. Roach	Yam
OPEN AM	
J. McNeil	CZ
100 NOV	
R. Welton	Hod
125 NOV	
G. Harrison	Dal
200 NOV	
K. Hansen	Suz
250 NOV	
S. Ault	Yam
OPEN NOV	
D. Shelby	Mai

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F.B. $4.50
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May 14, 1972
MINI
Mike Gillmore
Doug Schengeck
George Renshaw
POWDER PUFF
Jane Jensen
Chriss Steinhaner
Diane Baldwin
OLDTIMERS 0-125
Jack Young Bill Mason
Mike Polka
OLDTIMERS 126-OPEN
Charles Strauss
Richard Waldron
Happy Baldwin
100 BEG. -16
Dune Jackson
Dave Neis
Gordon Tamm
100 BEG
Doug Florke
David Ohl
Michael Thom
100 NOV
Jack Boone
Mike Yetto
Walker Yetto
100 NOV -16
Hulon Morrow
Tom Gildea
Brian Renshaw
125 BEG -16
Mike Savage
Don Huff
Brian Lightfoot
125 BEG
Wayne Rogers
Walter Pollack
Chuck Price
125 NOV
Gary Little
Troy Breker
Paul Dube
125 NOV -16
Bob Maxwell
Jim Makos
Greg Gibboney
250 BEG -16
Mike Huhn
Bill Davis
Bret Lockhart
250 BEG DIV I
Phil Grattern
Chris Draucker
Chris Sorensen
250 BEG DIV 2
Mike Barnes
Tim Weigand
Mike Jackson
250 NOV
Bob Maxwell
R. Bandel
Jim Rich
OPEN BEG
Curt Cook
Pat McGrorty
Steve Pratt
OPEN NOV
Stewart Dowd
Rick Napier
Paul Reasoner

MINIS
Trojan Speedway
South Gate, Calif.
April 11, 1972
By Ann Tarantino
1-3 HP
Kelly Moran Ind
4-6 HP
Bobby Tocco Gem
Robert Goodwin Hon
Kelly Moran Pow
MINI-CYCLE
8-9 YRS
Troy Ingolia Yam
Jim Spicer Yam
Dan Kyzer Yam
9 YRS
Shawn McConnell Yam
Fred Armenta Yam
10-12 YRS
Charles Summers Hon
Frank Tarantino Yam
Jim Tarantino Yam
13 & UP
Don Livingston Yam
Leonard Gilliland Gem
Renee Payen Yam
STEENS
Mike Minnig

DUAL EUROPEAN SCRAMBLES
May 14, 1972
Red Dots
By Alice Rhea
Subject to official confirmation
OPEN AM/EX
J.N. Roberts Hus
Jack Knebel CZ
Art Knapp Hus
Whitey Martino Hus
125-175 EX/AM
Tom Brooks DKW
Jeff Wright Puc
Ken Buckspan Bul
**Sandy Termin H-D
OPEN NOV
*Mysterious Mr. 1512 —
Steve Pyle Suz
125-175 NOV
Robert Morrison Pen
Steve Cohen DKW
Richard Linkham Pen
250 AM/EX
Jim Fishback CZ
Larry Pfutzenreuter Bul
Tim Okamoto Bul
Wes Anderson Jr. CZ
TRAIL AM/EX
Mitch Mayes Baj
Wayne Cook Baj
Pat Dailey Hod
250 NOV
Mark Windsor Bul
TRAIL NOV
Frank Keepers Ric
Dave Banks Kaw
* Red Dots can't find entry
**First Girl

NRVA HARE SCRAMBLES
April 9, 1972
TROPHY WINNERS

Howard Kline Jr.	1st 250 Nov
Pat Patteson	1st Open Nov
John Comstock	2nd Open Nov
John Harris	2nd 250 Nov
Gary Grafton	3rd Open Nov
John Lunsford	1st 250 Beg
Jimmy Hinze	2nd 250 Beg
Walt Vermillion Jr.	1st Open Beg
Charlie Thomas	2nd Open Beg
David Howard	3rd Open Beg
Gary LeMasters	3rd 250 Beg
LeRoy Bogatus	4th 250 Beg
Thomas Rousseau	5th 250 Beg
Joe Marquez	4th Open Beg
A. Pertierra	1st 125 Nov
Skeet Deam	3rd 250 Nov
William Tindall	1st 125 Beg

DRA
Adelanto, Calif.
April 30, 1972
By Mearl La Crack
NOV OVERALL
Loren Holmberg Hus
Dan Pope Bul
Al Hull Yam
Creed Binkley Yam
Bob Wadlow CZ
John Nesbitt Bul
John Magarro Jr. Hus
John Polujancewicz Yam
John Magarro Sr. Hus
Norb Brown CZ
Glenn Bowman Yam
Phil Elery BSA
Walt Bird Yam
Clair Hightower Yam
John Pfeitter DKW
Craig King Yam
Bob Jack Hus
Pete Jauker Hus
Ron Piniox Yam
Jeff Conners Yam
BEGINNERS OVERALL
William Cameron Hus
Ed Melanson Mon
Thomas Griggs Yam
Dave Hedding Yam
Ted Le Sarge Bul
Art Cossio Hus
John Nelson Suz
Gary Wilson Yam
Mike Foster Yam
Ken Payne Yam
Charley Pelland Tri
James Watkins Yam
Dick Paulus Yam
Gary Shackelford Yam
Ted Lind Puc
Roger Davy Mon
Richard Garner Suz
Al Renz Yam
Warren Simmons Suz
Mike Corloran Yam

WHEELSPORT MOTO-X
Lawrence, Kansas
April 30, 1972
JR
Mark Neillier Hod
Alan Greer H-D
John List Pen
125 A DIV
Dan Dowdy Suz
Dan Gray Suz
David Stevens Suz
125 B DIV
Verle Vallier Yam
Ron Russell Yam
Dennis Zeigler Pen
250 A DIV
Jimmy Barrett Mai
Mike Redmond Oss
Ron Hawes Oss
250 B DIV
Chuck Schleichen CZ
Joe McCray Suz
Roger Stone Suz
OPEN
James Barrett Mai
James Self CZ
Tim Wolfe Hus
125 SR
Ray Kohout Pen
George Radeacker Pen
Marvin Whitham Yam
300 SR
Keith Cobb Hus
Tony Martin CZ
Richard Yeager Suz
OPEN SR
Mike Krebs CZ
Nick Warren Hus
Jerry Cobb Hus

TT SCRAMBLES
Corona, Calif.
April 27, 1972
By Elaine Jones
MINI-BIKE A
Jamie Oliver Hon
David Jones Hon
Dave Kerr Ind
MINI-BIKE B
Jim Moore Tec
Jeff Kerr Bon
Jamie Oliver Mav
MINI-CYCLE A
Jim Tarantino Yam
Dennis Hoff Yam
Fred Conover Kaw
MINI-CYCLE B
Don Miller Hon
Frank Tarantino Yam
Jim Beck Yam
100 NOV I
Randy Monroe Kaw
Terry Stanart Kaw
Mark Upton Kaw
100 NOV II
Pryor Campbell Suz
Danny Tanner Kaw
Terry Stanart Kaw
100-125 A/E
Mike DuBont Kaw
Vic Hensley Kaw
Richard Sweaney Kaw
125 NOV
Shawn Huffman Yam
Jeff Bowles Pen
Jeff Clark Yam
175-200
Jim Wright Bul
Larry Kosch Bul
Gearin Neptun Bul
250 NOV
Frank Schnetz Bul
Jay Fisher Yam
Mel Stoner Yam
250 A/E
Tad Willis Bul
Bob Greenstreet Bul
Craig Lee Yam
NOV MOTO I
Red Sexton Mai
Randy Hoff Yam
Steve Robb H-D
NOV MOTO II (Over 30)
Ken Conover Kaw
Buck Rich Mai
Gerald Hoff Yam
NOV MOTO III
Dean Mackelprang Yam
Kent Wilson Mai
Jim Bearup Tri
A/E MOTO
Sandy Armstrong Tri
Jeff Sexton Mai
Tom Jarnagan Mai

CERA ENDURO II
Official April 9, 1972

I. Joe Williams	B/H	Hus
Dennis Kerr	C/H	Yam
F. G. Hickman	A/H	Yam
Steve Speights	B/H	C-Z
Gerald Albiston	A/H	Kaw
Jim Anderson	C/H	Yam
Reg Charlson	C/L	Yam
Caryl Purcell	B/H	Yam
Ken Lewis, Jr.	A/L	Hus
Don Fautt	C/H	Yam
Dan Cooley	C/L	Tri
Gary Faye	B/H	Yam
Fred Clark	C/H	Yam
Jim Bringhurst	A/L	Hus
John Molina	C/L	Oss
Bill T. Jones	A/H	Kaw
Dave Wood	B/H	Yam
Ron Skinner	B/H	Yam
Bill Lockshaw	A/L	Oss
Jess Tyler	B/L	Yam
Bill Lowrance	C/L	Yam
Rick Duncan	B/H	Hus
Spike Duncan	B/H	Yam
Robert Lelloa	C/L	Yam
R. L. Castanien	C/L	Yam
Chester Travis	C/L	Yam
Terry Burr	A/H	Yam
Ken Lewis, Sr.	A/H	Yam
Paul Goveia	B/?	—
Bob Johnson	C/H	
Roy Elkins	B/H	Yam
Bill Ocheltree	A/H	Yam
Dave Burleson	B/H	Yam
Jack Coode	B/H	Yam
Terry McIntyre	A/H	Yam
Jack Shook	A/H	Yam
John Nesbitt	C/L	Oss
Ron Price	B/H	Yam
Lee Ladd	C/H	Yam
Gary Sowell	A/H	Yam
T.J. Getzfrid	B/H	Tri
Bob Reddish	A/L	Bul
Jim Henderson	B/H	Yam
Frank Molina	C/L	Oss
Butch Heckman	A/H	Yam
Ken Kledzik	B/H	Yam
John Roos	C/H	Bul
David Marsh	C/L	Oss
Sam K.O. Lyman	C/L	Kaw
J. Leipersberger	C/L	Mon

SHUCKS! WE RAN OUT OF SPACE FOR MORE RESULTS. NEXT WEEK WE PROMISE TO HAVE AN EXTRA LARGE EXTENDED SECTION FOR RESULTS.

TT SCRAMBLES
Perris, Calif.
April 22, 1972
By Elaine Jones
MINI-BIKE A
L. Allen Daniels Mav
Jamie Oliver Gen
Randy Bennett Hon
MINI-BIKE B
Pam Bennett Hon
David Jones Hon
Kris Stines Tec
MINI-CYCLE A
Steve Lyons Hod
Eddie Shipley McCul
Lonnie Clabaugh Hon
MINI-CYCLE B
L. Allen Daniesl Yam
Jim Freyder Yam
Robert Friese Yam
100 NOV I
Jeff Sorenson Kaw
John Guthrie Kaw
Randy Lunch Kaw
100 NOV II
Dennis Turner Kaw
Eddie Beeson Yam
Robbie Rile Yam
100 A/E
Steve Bales Kaw
Wayne Whisenant Kaw
Pryor Campbell Suz
125 NOV I
Larry Bean Yam
Randy Doyle Yam
Jim Clabaugh Yam
125 NOV II
Dan Muirhead Yam
Jim Johnson Yam
Mike Drews Yam
125 A/E
Rex Hailey Bul
Jeff Clark Yam
Rick Draudt Yam
175-200
Scott Flint Bri
Bill Beeson Yam
Mike Larkey Yam
250 NOV I
Mike Jones Bul
Dan Muirhead Yam
Mike Beck Oss
250 NOV II
Gary White Bul
Dave Racine Bul
Norm Blake Yam
250 A/E
Doug Mason Bul
Dennis Junker Bul
Bob Graves Bul
NOV MOTO I
John Bean Mai
Tom Ryan Hon
Evert Keelman Yam
NOV MOTO II
Randy Hoff Yam
Tim Abshier CZ
Mike DuBont Kaw
A/E MOTO
Bill Ceverria Bul
Paul Lambert Yam

SCRAMBLES
Sidewinders of Oregon
Salem, Ore.
April 23, 1972
By N.A. Williams
100 BEGINNERS T.D.
Gary Burnett Hod
A MAIN
Terry Ward Suz
Alan Mazon Yam
Donnie Gore Yam
B MAIN
Mitchell Martin Yam
Carney Johnson Yam
100 TROPHY DASH
Gary Fisher Kaw
A MAIN
Gary Fisher Kaw
Ken Celorie Kaw
Jeff Celorie Kaw
B MAIN
Tom Wika Kaw
Robert Gore Yam
C MAIN
Donnie Denny Yam
200 TROPHY DASH
Rupert Dykstra Bul
A MAIN
Rupert Dykstra Bul
Jim Sether Kaw
Del McKamey Bul
B MAIN
John Jersett Bul
Leslie Johnson Bul
C MAIN
Robert House Yam
200 TROPHY DASH
Bill Oliver Bul
A MAIN
Bill Oliver Bul
Steve McCabe Yam
Chuck Brown Yam
B MAIN
Rickey Graves Bul
Don Dodge Kaw
C MAIN
Douglas Looker Yam
500 TROPHY DASH
Stephen Hall Kaw
A MAIN
Ron Denny Yam
Brian Mosley Yam
Stephen Hall Kaw
B MAIN
Mark Noren Yam
Guy Williams Yam
OPEN CLASS T.D.
Gerald Bergquist Tri
A MAIN
Gerald Bergquist Tri
Phil Pfau Tri
Ron Olson Tri
B MAIN
Henry Schram Tri
Neil Arney H-D

MOTOCROSS
Bisbee, Ariz.
April 17, 1972
MINI BIKE
R. Sossong
K. Wilson
S. Bauer
0-100 JR
L. Weiland
B. Cashman
M. Danielson
0-100 SR
D. Rhodes
S. Redman
R. Garry
101-125 JR
D. Matich
D. Near
R. Lynch
101-125 SR
D. Rhodes
S. Redman
R. Garry
126-250 JR
K. Nicholls
B. Greenwood
B. Oder
125-250 SR
S. Redman
W. Ledford
J. Worden
OPEN JR
G. Parker
B. Greenwood
J. Hopp
OPEN SR
S. Redman
A. Watson

MOTHER'S DAY TT
Powder Puff Assn.
Perris Raceway
May 14, 1972
50
Doug Nicol
Eddie Lawson
Joe Monohan
100 NOV
Marc Jones
Steven Pergin
Bob Herrick
100 AM
Rick Whisner
Keith Paxton
Steve Okuda
100 EX
Ricky Minler
Brian King
Vic Hensley
125 NOV
Marc Reichert
Kenneth Miller
Ray Hernandez
125 AM
Rex Hailey
Tom Poty
Dave Reese
125 EX
Scott Smith
Brian King
Ed Steffen
175-200 NOV
Rich Barnes
Rick Sawyer
Tom Thompson
175-200 AM/EX
Charles Soderstrom
Jim Wright
Rich Lizardo
250 NOV
Jim Rees
Mike Sixbery
Dan McWhorter
250 AM
Tom Stanford
Mark Revels
Jim Wright
250 EX
Doug Mason
Mike Myers
Don Frauenberg
350-500 NOV
John Sandona
Eddy Hudson
Richard Dinham
350-OPEN AM
Willie Hockie Jr.
Vincent Graves
Pat Lynch
350-500 EX
Scott Smith
Jim Connoly
Kirk Redding
OPEN NOV
Dean Mackelprang
Wes McGee
Larry Walling
OPEN EX
Walt Foster
Dan Carlton
Sandy Armstrong
SIDEHACKS
Parti/Jamison
Wahl/Hudspith
Person/Darby

SCRAMBLES
Vallejo Speedway
Vallejo, Calif.
May 5, 1972
By James Brammer
100 NOV
Mike Faria Yam
Wade Boyd Suz
James Shura Yam
125 NOV
Pat Dolcini Suz
William Shura Yam
Bill Bisel Suz
100 JR
Billy Wilson Kaw
Dave Faria Yam
125 JR
Kelly McIsaac Oss
Dan Van Nieuwenhuyzen Yam
Larry Beaty Yam
175 NOV
Jim McIsaac Oss
Stan Howard Kaw
Greg Jackson Ric
200 NOV
Bill Bisel Suz
Larry Liebwitz Bul
Jaces Crowell Bul
200 JR
Mike Vistal Bul
John Guglilmetti Yam
250 NOV DIV I
Milton Heimlich Bul
Steve Miller Yam
Don Mikesell Suz
250 NOV DIV II
Alan Posey Yam
Mike Kasso Bul
Don Tennyson Bul
250 JR
Dave Dotson Bul
Wes Cook Oss
Duane Yarrow Yam
250 EX
Larry Drew Oss
Harry Dring Bul
Allen Yarrow Oss
350 NOV
John Thompson Hon
Sal Versaggi Hon
500 NOV
Ed Wagoner Mai
No. 109H Yam
Clyde Davis —
500 JR
Jerry Stonebraker Yam
Billy Bowman BSA
Jean McFarland Bul
500 EX
Larry Drew Bul
Bill Calicura BSA
Riachrd Alquist Yam
650 JR
Larry Russell BSA
Dave Russell Tri
George Keeran H-D
650 EX
Harry Dring Tri
Jim Saitone Tri
Phil Anderson BSA

CRC ELSINORE
May 7, 1972
OLDTIMERS
Bill Brown Hus
Franz Frommet BSA
Gary Schooley Mai
POWDER PUFF
Johanna Stenersen DKW
Christine Hopkins Yam
Kay Schuetze DKW
MINI/DUNE CYCLE
Todd Peterson Ind
Mike Gilmore —
Mike Bolot Yam
DUNE CYCLE
A.C. Lanier —
Bob Morse —
OPEN BEG
Curt Cook Hus
Robert Hatch CZ
Russ Wimbley Suz
OPEN NOV
Robert Jones Suz
Ned Bixby CZ
Bill Fletcher Suz
250 NOV
Don Stenerson CZ
Louis Wolf Yam
Dwight Waller CZ
250 NOV (-16)
Richard Braga Yam
Ted Castro Oss
250 BEG DIV I
Lee Scrape Yam
Randy Lindberg Oss
Barry Nix Oss
250 BEG (-16)
Bill Davis Yam
Adrian Hernandez CZ
250 BEG DIV II
Steve Lovern Hus
Peter Frummet CZ
Bob Boldt Hus
175 BEG
Cam Schutt Suz
175 NOV
Nick Simmons Yam
125 NOV
Terry Ashton Pen
125 BEG
Dave Gunn Puc
Frank Jaynes CZ
Mike Manley DKW
125 BEG (-16)
Terry Rinel Yam
Rusty Clarke Puc
Brian Lightfoot Pen
100 BEG
Fred Heslap Hon
Ted Overholt Suz
Charles Bronson Baj
100 BEG (-16) DIV I
Tracy Freland Yam
Billy Ray Dennis Yam
Joe Arenos Hod
100 BEG (-16) DIV II
Gordon Tamm Yam
Norman Francis Hod
Terrence McMenamin Suz

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Sunday — 9, 22, 189, 279, 296, 347, 696, 933, P-5, P-68, P-77, P-86, P-88.
For info call Wild Bill at: (714) 984-0237.

AJS PAY WINNERS
Riders of AJS Stormers who are winning their class (or overall) should write to Norton Villiers Corp. for details of our exciting Bonus Program.

Omigawd! More New Stuff & Things for Cycles

(Cont'd. from page 33)

West Sunset Blvd., Los Angeles, Calif. 90029 just plugs into your electrical system. It draws 3 amps, and they say that if it has an electric starter, your bike can stand it. S, M, L, XL. It will set you back $39.95.

BACKING THE BIKE BAG

Ever go to the store on your bike for bread and beer and a few other odds and ends only to discover when you got back to your bike that there was no way you could carry it home on your solo seat with bungie cords? You had to end up carrying it between your legs which didn't look cool. Then you hit a bump and dropped it, breaking all that beer which wasn't cool at all. If you had only had a Cycle News Bike Back Bag you would have been cooking. The CNB3, modeled by Angel here, is also great for carrying school books, office work, lunch, tools and parts on the trail, or clams on the way back from the clam dig. A mere $2.50 to Cycle News Products, Dept. Squeek, Box 498, Long Beach, Ca. 90801 will end your worries about bringing home the bacon.

HOT IS COOL

Having a Ken Maely hot shoe is cool. The problem is that you can't wear it to the office or school without being too obvious. Subtlety is the key, and keys must have been what suggested the answer to Maely. He had a key chain with an itty-bitty hot shoe on it for $1.50. Either gold or silver finish is available, and if you want to get your honey off you can give her a necklace ($1.50) or a charm (75¢). Add tax and postage. Maley Enterprises, Rt. 2, Box 75B, Corona, Calif. 91720.

SUBARU BLUES AND EIGHTY-THREE

Did you ever think as you were driving your sister's Subaru down the freeway what a bummer it is that no one knows that you are a biker? It's OK when you have your van, but the old turkey guzzles gas, and you don't have the clams to fill it since you had to put a new crank in your Tohatsu last week. Wouldn't it be neat if everyone knew that you raced bikes? How do you let them know? Design Eighty Three will keep your cool. They have bumperstickers that say, for example, "Flat Tracking, Support the Sport". The same phrase is available for enduros and motocross in beautiful red, white and blue. They are 75¢ apiece or three for $2 (which is less at 66.6¢ each). Of course Cycle News stickies are free but they won't tell people that you are a flattracker. Design 83, Box 492, Parker Hill Rd., Springfield, Vermont 05156.

THE HAIRY EYEBALL

We were trying to decide what was the spiffiest kind of goggles for this column. We figured that the dirt guys would know so we called "Dirt Bike" magazine. A fellow there named Dave Swift turned us on to the ultimate in eye protection. They are cheap and unbreakable and feature a nose guard. The set we got were finished in flat black. The most unique feature incorporated in these is the eyeball vent which would seem to blow minor irritants from the eye. About 15¢ from Woolworth's and other popular suppliers.

(Tell them you saw it in Cycle News!)

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even more the latest poop

(Continued from page 33)

By Papa Wealey

mechanic. If you can't get the Marusho dealer on the corner to send you to the company school there is another possibility. The Los Angeles Trade Technical College offers a two-year course in bike wrenching. It covers everything from servicing to trouble shooting to shop management to welding. Write the guidance center, 400 West Washington Blvd., Los Angeles 90015. The phone is (213) 746-0800. One of the instructors is Pat Malloy who is one of the best in the business. He used to fix one of our staffer's machines back when he was riding a Honda 50.

* * *

Pete Maly, the up-and-sliding young 'crosser who many of our staffers come back all stoked about after seeing for the first time, is opening a cycle store. To be called "Coast Moto Cycle" it will specialize in CZ-Jawa and racing. Location is 4040 Campus Drive, Newport Beach.

* * *

John Rice is reported to have lost his Maico ride. Seems he rode one of those trick new Rokons at Elsinore and again at the Indian Dunes GP. His contract with Maico apparently doesn't allow such tomfoolery. Tsk, tsk.

* * *

Danny Hockie and Bob Hosford were both hurt Wednesday night at CMC's Ascot motocross. Danny hurt his ankle and Bob broke his wrist. Of course, Super Joe really did it up right. See the Leisuretech story elsewhere.

* * *

Here's another address you can deal with about helmet legislation. The CMIC sent it to us. Free Decision Coalition, Box 2827, Sacramento 95812. Make them out to the attention of Ron Roloff and send money — that's what it takes.

* * *

What does a Jewish road racer call his Yamaha helmet? A YAMAKA, of course!

* * *

James Parker of Santa Fe, New Mexico sent us this clipping from the Colorado Springs Sun with this explanation. "At first I thought that the AMA had perhaps passed a rule that novices couldn't actually *ride* the motorcycle — just pretend. A lot less dangerous for someone who hasn't ridden a lot. But then I was tipped off by a highly secret source as to the significance of the picture. It's perhaps the first picture of the new Kawasaki 250 dirt track prototype constructed entirely of clear plastics. It appears to be super low — notice that the rider has both feet down — and light. But handling is not quite sorted out yet as indicated by the grimace of the rider. Of interest also are his clear plastic "leathers" and helmet. It was decided at the last minute to have the rider wear conventional underwear in the interest of propriety. Some problems to be worked out are tech inspection which has to be done by braille — and numbers. The clear plastic number plate present difficulties."

AROUND THE TURN—A pair of contestants in one of the novice heats rounds the corner at the Pikes Peak Turf Club in the first day of action in the Yamaha Gold Cup motorcycle races.

(SUN Photo by Steve Clevenger)

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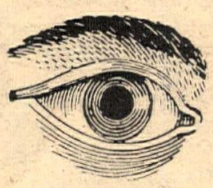

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Street legal, 1969, 125cc enduro. New engine & fresh bore. Ported, new tires, low miles — not even a scratch. $290. Too many scooters forces sale. Jeff (213) 370-5511, ext. 371 (days) or 644-6860 (nights).

1970 YAMAHA 250 MX. Reed valve, Girling shocks, etc. $475.00. (213) 424-2759.

PURSANG late '69; 250cc, 5 speed, electronic ign., low miles & clean, xtras. (213) 286-8247.

'69¾ SACHS 125, NEW PISTON, rings, bars. Looks, runs, and shifts great. Precision shift kit, $400.00. (213) 949-4592.

1972 250 AJS
'72 AJS Stormers 250 SY41 set-up by Stormers Ltd., for motocross, used only 3 months, better than new. All extras. $850.00 or best offer. (714) 968-7943.

MOTORCYCLE Trailer — custom built, 3 rails, Goodyear's. $160.00. (213) 772-2014, 378-1077.

'70¾ SACHS motocross (big finning), extras. Must sell! $475 or offer. (213) 345-7585.

1971¾ 250 HUSKY like new, rode once. (213) 861-2721.

SALE: Bull Taco sits in Pursang garage, like new. Call (213) 635-7460.

1970 YAMAHA 250 MX. Never raced, clean, must sell this week. First $450.00 takes, firm! (213) 780-8598 Dave.

'70 BULTACO SHERPA "100"
Petty fenders F&R, Diamond chain, new sprockets, new Akront, 125 hub, stainless steel spokes, Curnutts, many other extras, super clean, see to believe, $395. (213) 353-7492.

$200.00 CASH REWARD
For return of, or information leading to the return of 1972 360cc Yamaha Enduro stolen April 22, 1972 from Parkside Apts., 2620 Associated Rd., carport No. 77, Fullerton, Ca. Color: Silver grey. Stock except for removed turning lights. Approx. 700 miles on it. Serial No. RT1-111831. I can positively identify it even if the serial No. has been removed! I will not prosecute! Person(s) giving information can remain anonymous and still collect reward! All I want is the bike back! Please contact Dave Reid (714) 529-4460 after 6:00 p.m. or (213) 639-2031 weekdays.

GIRL WANTED!!
To manage riders boutique. Leathers, Helmets, Boots, etc. Clerical experience necessary. Contact Ed Fuller, Hollywood Yamaha (213) 466-3404.

'71 KAWASAKI 250 ENDURO — New in December, 1,000 miles, excellent condition, Konis, 88 lb. dampers and very fast. Many extras, $550.00. (213) 635-8366.

1970 YAMAHA 175 MX
21", hi-comp. head, ported, polished, bored, new clutch, Hooker, knobbies, Petty, 30 carb, fork brace, fast and clean. $450, extras. (213) 399-5663.

'71 HONDA MOTORSPORT 100. Van Tech forks, Girling rear, excellent condition, very reliable, desert ready, full street equipment with bike. $325. (213) 454-1494.

'65 BSA 350 SINGLE — Completely rebuilt, extras galore, best offer, fast, dependable dirt machine. (213) 585-4298.

'71 YAMAHA 175cc
Desert ready, Filtron, Curnutts, expansion chamber, excellent, $375. Call evenings (213) 397-1318.

HODAKA — Super Rat, extras, fast, reliable. After 6:30 (213) 390-1814. $300.

1969 MONTESA 360 CAPPRA — Never raced, very strong, Filtrons, Curnutts, nickle frame, $550.00 or will trade for Cota or Sherpa T Trials bike. (213) 845-4122.

"305 HONDA FREAKS"
Wanted: parts, whole scoots, or basket cases. Stock or desert shit. Give that junk in your garage a good home. Frosty, P.O. Box 771, Crosby, Texas 77532.

TRADE 1968 JEEP CJ5 4WD V-6 headers, high-rise manifold, convertible top, bucket seats for 1968 Ford or Chevy Pickup. (714) 883-2790.

AMERICAN EAGLE — Yamaha DT-1 engine with spare parts. (714) 839-7474.

1971 SUZUKI 250cc. Lotsa dirt parts, mucho fun for $650. (213) 396-4490.

LATE '71 250 CZ. Excellent condition, bought in November, 2 pipes, plastic fenders, Mikuni, Koni shocks. Make offer, must see. (213) 429-4345 after 5 p.m.

WANTED FRONT and rear wheels for Cheney Triumph. Also want 2½ gal. Cheney Triumph tank. Have 1½ gallon Cheney tank (red). (714) 465-7763.

215 LB./250 MATADOR, 1967. One owner, Mikuni, $340.00. After 6 p.m. (213) 328-8329.

'70 OSSA STILETTO 250cc
Excellent condition, Curnutts, silencer/spark arrester, skid plate, compression release, new back knob, "Fast-Handler", never given me a problem. Call after 7 p.m. (213) 567-5640. $550.00.

1971 GEMINI MINI-BIKE. Front & rear suspension, 4-H.P. Tecumseh engine, Torque converter, good condition, $135.00. (714) 968-8305.

'70 HONDA SUPER RAT. 175 Yam. forks, 21" Akront, ported, good condition, fast and reliable, extra tires, etc. $350. (714) 823-9002 after 6:00.

MONTESA 360
Super shape, little use, Akronts, Filtrons, Ceriani forks. (213) 433-1336.

1970 360 CZ. Lots of goodies!! and fast!! (213) 429-5524.

1971 250 HUSKY FRONT WHEEL assembly with rim, $75. 36mm IRZ, $32.50. 30mm Bing, $10. Don Kiese, Box 953, Vail, Colorado. (303) 827-5360.

'70 360 CZ CANDY APPLE red, super clean, fast, bored, tuned, Waters, 460, paint, Petty, pegs, Filtron, Girlings, $725. Koni, $20.00. New Cerianis, $25.00. (213) 896-1675.

HONDA '60 TT FLATTRACKER
Built from scratch, fast, over $500 invested. Call for info. $175 or best offer. Also '67 Bultaco Matador, engine "Just" rebuilt, dirt ready, very dependable, run like champ. $375 or highest offer. (213) 498-2887.

1969 GREEVES CHALLENGER 250cc. Zero hrs. on new trans, Ceriani forks, new top end, new bars & levers. Must see, $425 or trade for 90cc Suzuki. (714) 673-7528.

FOUND DOG at California City Mother's Day Dual European Scrambles. (213) 645-8005 after 6.

'67 VW DOUBLE-CAB P.U., paneling, tape player, ex. cond. $925 or trade for '71 360 Enduro (any condition — need engine) plus cash. (213) 596-8832.

MOTOCROSS
Skip Clark's City Cycle Center, Pico Rivera presents Bushmasters MX at Running Springs Park, Sunday, May 21. Silencers or spark arresters required. Gates open at 6 am. First race at 9 am. Gate entry $2.00, race $3.00. Park info: (213) 861-4139. Race info: (714) 849-8568.

MX RECAP KNOBBIES. Wrap around tread. 400x18 & 450x18. Distributed by Track 'N Travel, 13132 7th St., Chino, Ca. (714) 628-7816.

YAMAHA 125-MX. 21" front wheel, Ceriani shocks, extras, $395.00. (213) 597-5162.

1971½ 400 HUSKY. Ex. condition, many extras, $950.00. (213) 861-2721.

DESERT FRONT RUNNER
175cc Yamaha, all the trick stuff. Over $400 in extras to improve handling & performance, all street goodies too. (714) 637-0417.

OVER $250 FREE ACCESSORIES
With purchase of 1 cherry 1971 Yamaha 250 DT1. Petty, Filtron, Bassani, Nitto, Flanders, kitted, $625 or make offer. Days (714) 993-2698.

'72 C7 400 $875
B.S.A. tank — Akronts, new Konis, folding footpegs, new tires, very super-cond. After 4:00 (213) 964-5272.

BULTACO 100, completely rebuilt, ported, Filtron, compression release, A1 condition, $250. (213) 248-1913.

KAWASAKI BIG HORN 350, new top end, clutch, C.D.I. Akronts, Gyt kit, fast, $550. (213) 588-0504.

SUZUKI 400, Petty fends., silencer, Rickman bars, new knobby, $700.00. (213) 864-0230.

'71' SUZUKI 90 MAVRICKS, knobbies, down and up pipes, Filtron, all street equip. included. Clean and fast, and extras. $275.00 or best offer. (213) 835-1578.

1970 SACHS "Cross Country". Akronts, Filtron, silencer. Must see! $425. Call Eric (213) 463-5558.

1972 BSA 500 MX $1060.
Brand new, still in the crate. (303) 243-7148.

'70 GEEEVES 380 $600.00.
(213) 636-8341 daily, (213) 925-2966 nightly, ask for Mike.

MERT'S ON THE MOVE

WHY DO YOU SUPPOSE...
Pierre Karsmaker is still using a four speed Husky in Europe this season??? Limited number of 4 spd. downswept quiet pipes still available. Chalmers Enterprises, B-6, 2225 Laguna Cyn Rd., Laguna Beach, Ca. (714) 494-6850.

AMERICAN EAGLE (no engine) with extra tank, swing-arm kit, heavy-duty pegs, $200; Curnutt 5" shocks, $35. Suzuki TM400 shocks, $30. (805) 487-2453.

MUST SELL '69 BSA 441 w/extras. Cerianis, Akront, Rickman hub, Webco tank, sprockets, more. Like cowtrailing? This is the one. $575/offer. (714) 539-2422 Steve.

NEED A GOOD, reliable desert machine that you can go fast on? Buy me! I am a 250 Husqvarna 8 speed with many extras. $750.00. (213) 442-5415 or (213) 280-3057.

H1R KAWASAKI
Latest Works frame, tank, ignition system, swing arm, etc. Too many spares to mention. $2000.00. (213) 372-4047 evenings.

'70 OSSA STILETTO
Filtron, Akronts, good cond., $500. (213) 355-9645.

'72 YAMAHA 250. 21" front, 450 rear, Bassani chamber, Filtron, fork brace, bars, sprockets, all enduro accessories, less than 500 miles, $1325.00 invested, asking $750.00. (714) 493-1403.

MINI DUNE BUGGY. Buggy with Hodaka 100cc 5 speed balloon tires set for desert. $250.00 FIRM. (213) 335-9983.

1971½ MAICO 400
Excellent condition, new freshly built engine, Filtron, Mikuni 36mm, dual ignition system, $925.00. (805) 273-2061.

1971 YAMAHA
360 MX. Excellent condition, many extras, must sell, $700.00. (213) 444-3491.

STEVE McQUEEN'S HUSKY
All the goodies. Malcolm Smith frame, ported engine, new front tire, new chain, new trans., new piston, ring, and bore, K&N bars, heavy duty spokes. (714) 595-2450.

'71 HONDA CB 500. Excellent condition, $1,100. (213) 545-7350.

'69 250 MAICO. COMPLETE rebuilt eng., 34 Mikuni, ported, new Mavricks, new paint, showroom cond. $500 firm. (714) 748-5577.

LOST MY SEAT, at S.R.A. Hare Scrambles May 7. Montesa seat. Chris (213) 885-1649.

4 ACES MOTORCYCLE CLUB
Would the secretary of the 4 Aces please contact us immediately! Image Foto Lab, 4909 Exposition Blvd., Los Angeles, Ca. 90016. (213) 732-4538.

4 ACES GRAND PRIX SAT. ONLY
We have hundreds of terrific action photos of riders doing wheelies!!! Call or write today for info. Image Foto Lab, 4909 Exposition Blvd., Los Angeles, Ca. 90016. (213) 732-4538.

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Attention Sunday Riders Only! No.'s 844 to 998 please contact us immediately! (213) 732-4538.

1971 HUSKY 8 SPEED
Excellent condition, new bottom end, Konis, knobbies. (714) 753-9486.

FOR SALE or trade: Kawasaki 500 H1R-A Road Racer. (714) 626-5510.

1971 YAMAHA 250 MX. Gyt kit, 21" front wheel, Filtron, air cleaner, like new, $575.00. (213) 596-8874.

'70 MAICO 250 — Trick everything, all the options. You buy only what you want. Starting at $425. Also many spares including 3 gal. tank. Call Gene (714) 545-6225.

SUZUKI 250cc HALF MILER
Fast, with extras, $600. (805) 967-6002.

SPEEDWAY JAWA
Nickel frame, race ready with spares, $1,000.00. (213) 362-1243 after 7:00 p.m.

YAMAHA 1971, 250cc-MX. Never raced, like new, $699.00. (213) 597-5162.

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The AMA is. It is a national organization promoting all aspects of motorcycling. Its members include the world's best professional racers, outstanding amateur enduro and trials riders, and over a hundred thousand average motorcyclists who use their bikes for fun and transportation.

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1972¼ 400cc HUSKY (MI). That's right! Probably the last 4 speed 400cc Husky sold in So. Calif. Only four tanks of gas old!! Lots of extras for the serious rider. Take over payments. Call now for my address. Condition is better than NEW!! (213) 677-5288.

'72 125 YAMAHA MX
Custom paint, Moly bars, low miles, top cond., $525. (213) 638-1148 between 12:30 & 7:00 pm, Scott, Mon-Fri.

I'LL TRADE my Ceriani MX forks in good condition for stock Hodaka Rat forks in same condition. (714) 675-2667.

'70¾ SUZUKI TC90. Excellent running condition, looks perfect, street licensed, good for dirt, 900 miles, Hooker and stock pipe, Xtras! Asking $325.00. (213) 375-8205.

'70½ HUSKY 250
Hooker chamber, Honda seals, many extras, clean, $700. (213) 422-3885.

125cc ZUNDAPP-EAGLE, ridden little, perfect condition. $375 or offer. (714) 772-4976.

1969 350 HONDA
Street bike, runs good, looks great. Sell for $325.00 or trade for ? Ask for Tom (714) 528-8093.

'71 SUZUKI 250 GYT PARTS. Carb, $15. Barrel, $25. Down pipe, $20. Piston $10. Cleaner, $5 or all for $60. (714) 542-1347.

HONDA 100 or 125 S.L. ENG. & TRANS wntd. 9111 Mediterranean Dr., Huntington Beach, Ca. 92646. To phone (714) 962-7057.

PENTON '71 — 125cc. 2 pipes, excellent condition. Evening (213) 889-2909.

MOTORCYCLE SALES/MANAGER
Triumph experienced. Salary open. San Diego area. (714) 286-1971.

KAWASAKI 100 GREEN STREAK. Extra low pipes, runs perfect, $295. Low pipe for 1972 Penton, $35. 1970 250 CZ, $675. 1966 250 CZ, $395. (714) 729-5295.

NEW NORTON RACER
1971 Norton Road Racer that has not been off the showroom floor, $2295.00 or best offer. (503) 246-8273.

1970 YAMAHA 175
Dirt-Bike, extras, really moves. Ask for Sam (213) 446-5710.

"70" YAMAHA 360 Enduro in top condition, $675.00. Brent McNair (714) 528-5185.

KAWASAKI 350 BIG HORN
Knobbies, compression release, fork brace, super fenders, foot pegs, handlebars, spark arrester, Betor shocks, new paint, better than mint condition, $650.00. Stockton, Calif. (209) 931-4806.

'69½ DT1, 21" CLEAN, spare Gyt kit and comp., 19" front wheel, Ceriani rear shocks. $425.00 or best offer. Call before 12 Noon (213) 487-1276.

'69 SUPER RAT — Fork brace, plastic fenders, Pumper carb, Reed-valve, ported piston & Webco barrel, hi-comp. head, desert pegs, really fast. $350 or best offer. Days (714) 630-0641, eves. 528-6394.

1970 PURSANG
Clean — fast — extras. $425.00. (213) 424-7919.

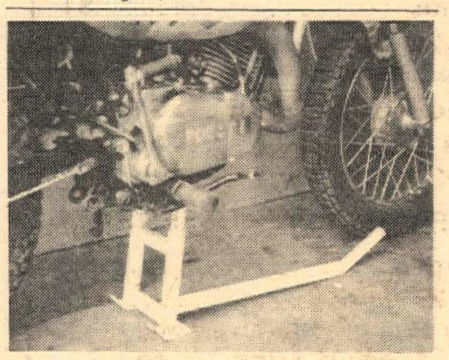
1971 125 DKW. Must sell! $695. (805) 498-4721, (805) 498-9224.

BULTACO PURSANG 1970, freshly rebuilt, Ceriani fork, Amal carb, down pipe, & extras. Good condition, $400.00. In San Fernando Valley (213) 892-2542.

1970 HODAKA, 100cc. High comp. head, chamber, fork brace, desert pegs, new top end, Circle Ind. sprocket, new chain, desert tank, $350.00 or best offer. (213) 331-4658.

HODAKA '65 dirt, 100cc. Cylinder, runs good, street equipment, $150.00. (213) 679-4102.

BELL HELMET. 500-TX size 7½, $15. (213) 477-0327 nights.

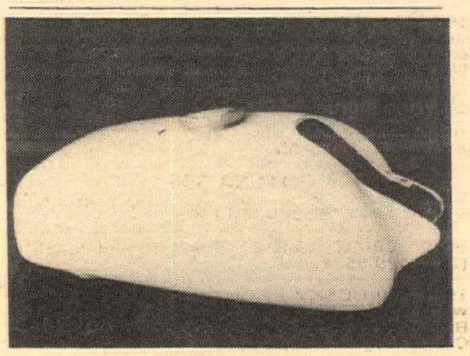


CYCLE JACK OR STAND
Heavy duty full adjustable jack. Vertical from 9" raises to 14", horizontally from 6½" to 10½", with 24" lifting bar that also keeps the bike from tipping. Large foot pads makes it suitable for working in dirt. $12.95 cash, check, or M.O. for IMMEDIATE POSTPAID SHIPMENT — MONEY BACK IF NOT SATISFIED. Camper Spare Tire Carrier, Camper Battery Carrier, Pick-up Tire Carriers, and Motorcycle Carriers. Wholesale prices, 25¢ for illustrated brochure. KENCO, 6329 Jaynes Street, Omaha, Neb. 68104.

250cc MI HUSKY
Ridden only 5 times: Filtron, Curnutts, Waters skid plate, extra fenders, tools, cables, J6TS. This bike is really beautiful — $1030. Hallman leathers, 32 waist, $35. (213) 375-7653 after 5:15.

"WHEEL WORK"
36 years experience spool hub wheels 17", 18", 19" wheels, $40.00. 21" wheels, $45.00. Lace and true any wheel, $10.00. Arjon Cycle Parts & Accessories, 10076 Chapman Ave. (at Brookhurst), Garden Grove, Ca. 92640. (714) 638-0402.

WAS ELSINORE YOUR BAG?
Have photos of over 891 riders of both days. See ad in May 16 issue CN, page 39. Bob Siegel Photography. (213) 429-6990 after 4:30 pm.



MX TANKS
CZ—HUSKY—DKW—and OTHERS. Reinforced Polyester 1.5 gal. 3¼ lbs. Molded in colors. Available from your local dealer. CYCLE CRAFT, 2725 Chanticleer, Santa Cruz, CA. 95060. (408) 476-4566.

STREET AND DIRT
1971 Yamaha 350cc R5B only 3,900 miles, $600. 1972 Yamaha 175cc CT2 only 800 miles, comp. release and Webco fork springs, $600. (213) 284-0333.

'69 GREEVES
30 HP — 219 lbs., very reliable, good condition, Springer forks, best offer. (213) 966-8541.

CZ 125
Good condition, ported by E.C., super fast, $650. (213) 728-1136.

250 MAICO
1971 Maico, good condition, fast, must sell, $700.00. Call Jackie anytime, (213) 532-4026 or 371-0831.

1969 CL 350 HONDA rebuilt, 6,000 mi., runs good, clean, $395.00. (714) 525-9712 Terry.

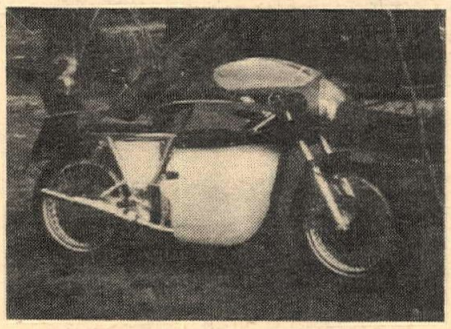
'70¾ OSSA STILETTO. Low mileage, super clean, skid plate, J&R spark arst., comp. release, $650.00. 175 Yam. chamber w/silencer, $25.00. (213) 869-5630.

'71 YAMAHA HT-1 MX. Fast, race ready, extras. $375 firm. (415) 326-8187.

'71¾ HUSKY 250 MI.
Very good condition, Filtron, extras, $900.00. (714) 549-0954.

'70 BULTACO 125 S $495
2-rail bolt-on bike carrier — $40.00. (213) 896-1412.

YAMAHA LATE '70 360 MX. Needs at most $50 worth of work which I can't afford. Otherwise in excellent shape & many extras, $400.00. (714) 422-6954.



RICKMAN WESTLAKE, STREET METISSE
700cc 8 valve Triumph '531' frame, discs, fairing, ultimate street racer, 60 miles since factory built. $2800.00 or best offer. (516) 265-4260.

'72 KAWASAKI 350 "3"
A commendably expeditious street bike. I'm getting too scared of those blind old ladies in Kaddies. $705.01 resolute. Chalmers (714) 494-6850.

'71 MAICO 250cc
Floating rear brake, 2 tanks Works type, nu top end, nu tire, Akront, soft brake shoes, R.S. & stock pipes, ex. cond., $795.00. (714) 778-5115.

'71 HONDA 750 custom, 6" extension, 16" R/wheel, $1400. (213) 327-4843.

LATE '70¾ STILETTO Ossa, 250cc, excellent condition, $550.00. (714) 822-4878.

SONIC WELD TRIUMPH
650cc — mint condition, goodies galore, $1150. (213) 374-8887.

1970½ LOBITO, 100cc Bultaco. 387 miles, wife's, perfect. $375.00 firm. (714) 821-5457.

TRAILCRAFT 3 rail Trailer, 2 yr. guarantee on axle, 20x8.00-10 tires, tie downs, $160. (714) 546-8207.

PETER-POWER IS COMING
Yes, coming to the Saddleback Hill Climb May 28th. Watch out Ed Shaver!

'70 YAMAHA 125 ENDURO. 21" front wheel, Webco fork kit, extended swing arm, new ported top end, xlnt. cond. $400.00 or trade for Mini-Enduro. (714) 968-8305.

MONTESA PARTS — 175cc cases, ignition, clutch, double leading hub & brake with 19" spokes, Telesco shocks. Make offer. Super light 21" wheel & tire, $25. Call Gene (714) 545-6225.

'71½ 400 HUSQVARNA MI
Plastic fenders, Filtron, Honda seals, Konis, Diamond chain, lowered frame, new top end, $950.00. (714) 962-8024.

YAMAHA MINI-ENDURO: Fast, many extras, excellent cond., $300 or best offer. Must sell. (714) 630-1382.

MERT'S GONNA DO IT

SUPER SACHS — '72 DKW engine, ported, Mikuni, Bassani, Akronts, Curnutts front and rear, Maguras, heavy spokes, x-tra parts. $450.00 firm. After 6 (714) 757-3085.

TRIUMPH TR6 custom desert, street legal, $650. Complete wheels, tanks, stainless steel fenders, seat, air cleaners, skid plate, tires, etc. (213) 985-8676.

1968 OSSA 175 FULL SEAT, Buddy pegs, geared for desert and hills, $325. Low miles. (714) 595-2780.

'71½ 250 PURSANG
Excellent cond., desert & motocross tanks & sprockets, $700.00. 125 MX Yamaha, good cond., $250.00. (213) 883-1453.

FOR SALE 1970 YAMAHA 650cc
Private party, $750.00. (714) 842-2898.

'71-5/6 MONTESA CAPPRA MX
Mint condition, 5 speed, Curnutts, Akronts, Filtron, Pirelli tires, silencer, Magura levers, tools and lots more, $950.00. Call Mark (213) 472-3404.

JIM PETERSON (D.D.M.C.), your "Torsten Hallman Replica" Jockey shorts (pre-stained) are waiting for you at Ted Evans Cycle Shop.

'71 YAMAHA AT1 MX
Like new, extras, head, Filtron, fenders, brace, 21 front, $450. (213) 421-6987.

NEW 250 CZ for sale. Has the extras a competitive racer wants. (213) 379-8124.

AJS-250 excellent condition, purchased 1971, Mikuni. $550.00 or offer. (213) 772-5046.

DESERT THUMPER
'69 BSA 441 — Cerianis, Curnutts, extended swing arm, new chain, ported & polished head, nickel frame, new cables, new tires, alloy rear hub — $700/best offer. (714) 524-9031.

'70 YAMAHA 125 ENDURO, immaculate, new rings and once over piston, fork brace, K&N front fender, high comp. head, comp. release, rear knob, dirt ready. Asking $325.00. Call after 8:30 pm (213) 794-3585.

'71 CZ 125 $595
Immaculate, fast and reliable, many extras. Trade/250 CZ. (714) 982-6806.

"125 RICKMAN, good shape, $550.00. (714) 847-7166".

'70 KAWASAKI CENTURION
Girlings, Pettys, Filtrons, J&R silencer, sprockets, other extras, clean. $350/offer. (213) 282-1823.

1970 SACH Dirt or street, like new, Magura controls, Rickman bars, $395.00. (714) 658-6346.

1970 SACHS 100 MX. Excellent condition, shifts, $375.00 or best offer. Call after 6 pm (213) 699-1794.

1971 HUSQVARNA 250. Excellent condition, tuned by Malcolm Smith, $900. (213) 447-5274.

250 HUSKY CROSS
Clean '68, near new tank, bars, grips, throttle, plastic front fend., Koni shocks, J&R silencer. Engine strong, stock & reliable. $450 or trade for Super Rat + cash. Ontario (714) 986-7515.

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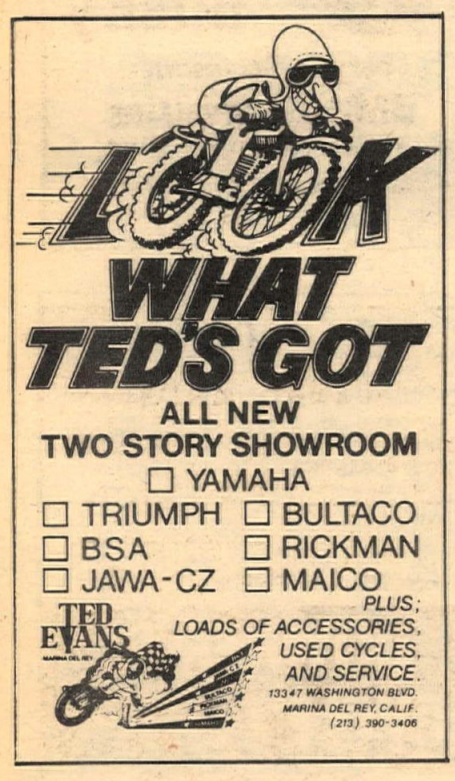

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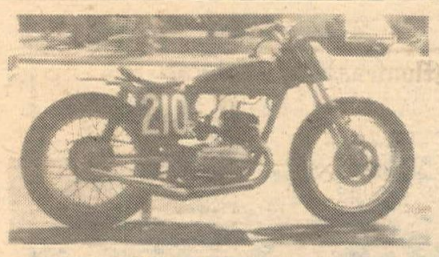

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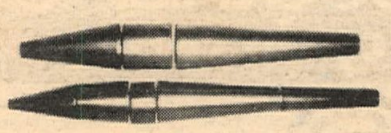

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HELP NEEDED — Easy Enduro, Mojave Desert checking and marking. Free beer and pins. (213) 988-2967 — 787-5208.

BUSINESS OPPORTUNITY
MONEY MAKER, motorcycle accessory distributorship with retail outlet, Northern Calif. for all makes. Fully stocked, serving 200 dealers. Small investment and you are in business. Reason: retiring. (415) 536-9145 anytime.

NEW SHOP LOCATION??
Commercial property in Antelope Valley. On Pearblossom Highway at west end of Littlerock. 1½ acres, water in. Call (213) 474-0343 or (213) 878-0150.

BOOK: "Escape By Trail Bike"
Words and diagrams worth their weight in gold. Bill Brokaw explains what you're doing wrong. How not to wear one's self to a frazzle riding sidehills, rocks, ruts, sand, water, ISDT stuff. Read it, think about it, practice it. Money back guarantee. $3 per copy for TRAIL BOOK, c/o Cycle News Products, Box 498, Long Beach, Calif. 90801.

SAN DIEGO AREA
Wanted stores retail outlets other than M/C to handle Cycle News. Good deal, contact Glen Havanec, 2490 Oxford, Cardiff, Calif. 92007.

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WANTED
Experienced Parts Man. (213) 635-8058.

YAMAHAS!
For Sale: Yamaha AT-1 MX short track/TT racer. Very fast, many extras, $500. Also Yamaha G5S 80cc. New paint, engine just rebuilt, cherry, $150. Also selling $200 worth of parts for $50. Also selling helmet, gloves, etc. Ask for Mark (213) 851-5940.

M/C MECHANIC WANTED
Must have complete set of own tools and be able to handle all machines. The Outrider, 10545 W. Pico Blvd. Mr. Anton (213) 879-3350.

1971¾ HUSKY 250
Like new, ridden once, many extras, $1,100.00. (213) 861-2721.

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1970 250cc OSSA STILETTO. Fantastic condition, superb handling, new paint, must see to appreciate. Ask for Don (714) 892-4277. $600.00.

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Ported barrel, downpipe, machined head, Mikuni road race carb, Akronts, other race extras, $495.00. (213) 473-7996 or 477-0997.

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1939 JAMES 'FLYING FLEA'
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METAL PROFILE forks, 1 month old, leak-proof seals, $75. (714) 684-4128.

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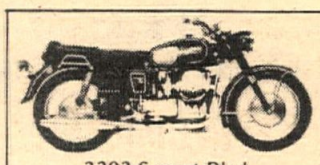
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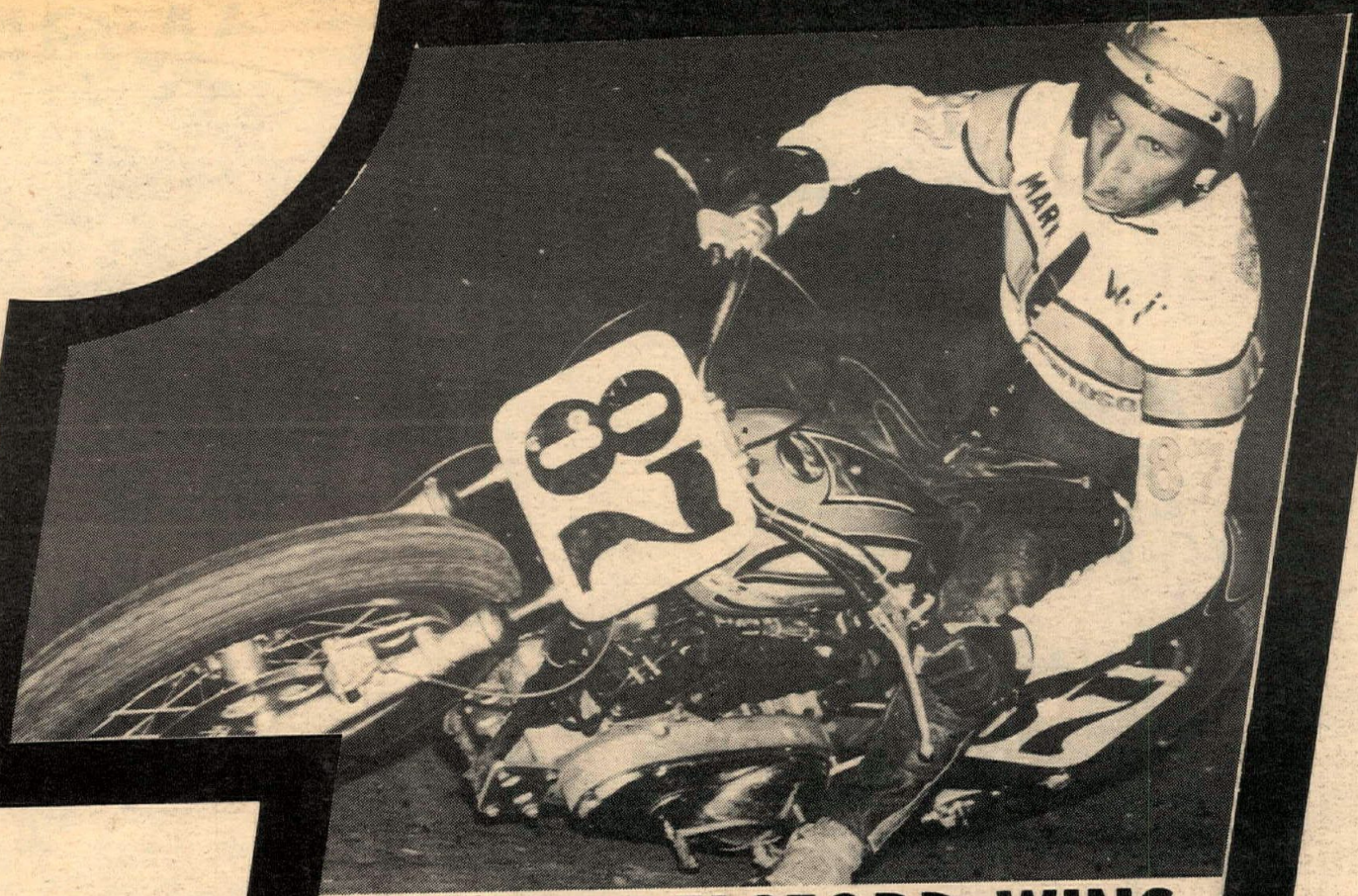

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